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1:48 - B-29 Superfortress

RVM5536

1:48 - UH-1D Huey Gunship

RVM5535

1:32 - P-51B Mustang

RVM5269

1:48 - Stearman Aerobatic Biplane



EDB672094 - 1:72 MiG-29A Izdelye 9-12 Cockpit (Trumpeter)

EDB672093 - 1:72 MiG-29A Ejection Seat (Trumpeter)

EDB672095 - 1:72 Fw 190A Wheels Early (Eduard)

EDK1143 - Rock'n' Rhino (Limited Edition)

EDK70116 - 1:72 Fw 190A-5

EDK84141 - 1:48 Spitfire Mk. XVI Bubbletop

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1:72 EC135 Air - Glaciers

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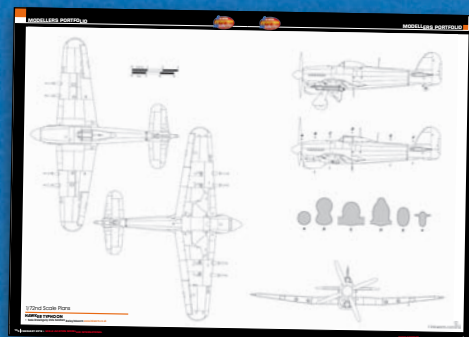
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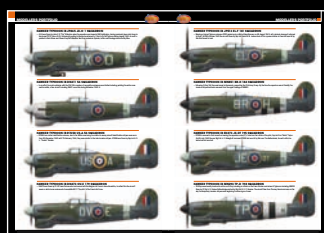


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Editor

Just as this title hits the news stands here in the UK I

will be making the magazine's annual pilgrimage to the Toy Fair in Nuremberg. This is a trade only event when manufacturers lay out their wares for the forthcoming year and is on a truly staggering scale. The whole town seems taken over by this event with banners along the main high street and even the public transport is free for those attending! Once you get to the venue it's a massive complex that is as large as the UK's NEC. Inside you will find over 2,700 exhibitors from



90 countries with whole halls devoted to fancy dress, model railways, board games and other toys that will make most of us attending want to stop and play at some point.

In the overall event our hobby is just a small part but it is always a good thermometer of what are going to be the trends for the year ahead.

Last year it was obvious to me that new 1/32 scale and 1/48 kits were on the decline with few new announcements, and some of those have still not made it to market. But on the other end of the scale we had more 1/72 scale announcements than ever before showing a major reversal of fortunes for what many claim to be the one true scale.

Eduard announced their 1/72 scale

series of Fw 190s and Avia B.534s and these have turned out to be simply amazing kits, even more so if you add all the aftermarket sets that they have produced. While Airfix have continued in a major investment to replace many of their classic kits with new state-of-the-art toolings, they have also released new kits like the Armstrong Whitworth Whitley and Supermarine Swift, types that you would never have expected to see just a couple of years ago. And of course the Airfix Shackleton finally made it to market and amazingly Revell also released their Shackleton AEW so finally the 50-year-old Frog version and all its boxings from other companies can finally be put well and truly in to the collectors' catalogue.

Of course it is not only the big boys of the Hobby that are finding 1/72 attractive - many smaller European companies like AZ, KP, RS Models, Special Hobby and

Brengun have all been contributing new 1/72 kits at an amazing rate, and I'm sure will be unveiling big plans for 2016.

So small-scale modellers have never had it so good and I am fully expecting that this will be the theme again this year. So my long held desire for a 1/32 Westland Wyvern or 1/48 Scale Short Sunderland may not happen this year, but I am sure that I will find something new in 1/72 scale that may tempt me back to the scale that started me modelling in the first place!

Until next month I hope you enjoy your latest magazine in which I can exclusively reveal that we will continue to give coverage to all scales and all time periods during the course of the next 12 months.

David Francis

Editor

david@sampublications.com



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The tribulations of super-detailing a 1/48th scale Italeri Typhoon Mk 1B by Jay Blakemore



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• Classics Out and About - IPMS Phoenix, Modelzona Show 2015

February News

News and forthcoming products from around the world.

With the Nuremberg toy fair just a few weeks away this was always going to be a lean time for new announcements, but as is usual Kitty Hawk stepped in with news of a new project, and of course immediately before Christmas Wingnut Wings released two new kits in what is now becoming an annual event for World War One modellers. In fact 2016 looks like another good year for that period with Airfix's new 1/72 scale Eindecker and BE.2c almost ready to be released.

This Month in Model Aircraft

Slick Chick

- Rick Kranias gives the Alclad treatment to the Hasegawa 1:32 P-47D from the 368th FG/395th FS 'Panzer Dusters'

Combat Edge - Fighting Colours

- Fifth Generation Fighter - The Lockheed Martin F-35 Lightning II with background details, colour profiles by JP Vieira and a full model build from Aurelio Reale

Aviation Academy

- Whitley - Armstrong Whitworth's Night Bomber. To complement the Airfix kit, Len Whalley takes a look at this aviation classic. Part 1 - A Very British machine

Blue Nose Stallion

- Alan Kelley takes a look at the fantastic 1:32 Tamiya P-51D

Silver Sabre

- Chad Summers converts the 1:48 Hasegawa F-86E and the ProModeler F-86D to create a Korean War F-86E

Combat-Zone

- Crushing the Taliban - After 9/11 the Taliban had to be defeated - Anthony Tucker-Jones assesses the deadly array of hardware used to do it

A Storm in Sierra Leone

- Tony O'Toole converts the Revell 1:32nd Hurricane Mk.IIc into a Hastings based Hurricane Mk.IIb of No.128 Squadron, as flown by British fighter ace Billy Drake

MIG Masterclass - 'Harrier in Helmand'

- Mario Serelle builds the Airfix 1:72 GR.7 as seen in Operation 'Herrick'

Model Aircraft Extra - 'Kfir'

- With background details, walk around, scale plans as a full model build from James Ashton

Shturmovik

- Jeremias Luchina has a great time with the 1:48 Ilyushin Il-2

Mistel in Miniature

- Marc Rocca builds a 1:144 Me 262Z



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Airfix

So what better place to start than with Airfix's new kits, these have been announced for a few months but now we have the box art for the solo issues of the Eindecker and BE.2c and of course we already know there will be a dogfight double boxing later in 2016.

The B-17 project also moves closer to production and I will say



the way the clear parts have been engineered is quite unique and will allow the production of most large-tail models in due course. It also comes with a pleasing amount of detail and I am quite looking forward to this one hitting the shelves this spring.

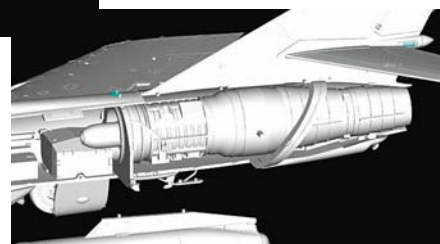


Kitty Hawk

A surprise announcement from Kitty Hawk of a new roll Dassault Super Etendard was a bit of a surprise though the type's recent role in operations



over Libya and Afghanistan has raised its profile around the world. This will of course go head to head with the Kinetic kit but looking at the CAD designs it is certainly going to have more optional features than the latter.



HobbyBoss

Latest announcements include yet another 262 in 1/48 scale, this time a decal change to the two-seat Me 262B tooling to produce a Czech produced Avia CS-92. Also in 1/48 scale we have the box art for the all-new SAAB Lansen and CAD imagery of a new-tool Messerschmitt Bf 109G-2.



Trumpeter

Russian and Chinese built aircraft predominate the new announcements from Trumpeter. The Chinese aircraft in 1/72 scale include the J15, an upgraded version of the Sukhoi Su-33 Sea Flanker, and the J10 is a different and original design that is not that familiar to western eyes.

Also in 1/72 scale we have the Sukhoi Su-24M, a type that is currently in the news thanks to its operations over Syria, also announced is a new tool for the MiG-29C.

Finally their 1/48 scale Su-9 is being retooled to produce the Su-9U Maiden two-seat conversion trainer.



STOP PRESS Revell 2016 Announcements

No pictures but here are the first announcements from Revell for 2016.

1/100

- Mil-24D Hind
- UH-60A Blackhawk
- AH-64A Apache

1/144

- Grumman E-2C Hawkeye
- Boeing 727-100 "Germania"
- Northrop F-5E Tiger II
- Sukhoi Su-27A Flanker
- Boeing 747-400 Iron

- Maiden's "Book of Souls" World Tour
- Boeing 747-8F "Cargolux"
 - Boeing 777-300

1/72 SCALE

- Eurofighter Typhoon (New Tool)
- Supermarine Spitfire II (New Tool)
- SAAB JAS-39D Gripen
- Grumman F-14D
- Douglas DC-4 "Balair"
- DHC-6 Twin Otter "Swisstopo"



1/48 SCALE

- Eurofighter Typhoon "Bronze Tiger"
- Lockheed Ventura Mk II
- Stearman PT-17
- Messerschmitt Bf 109G-10

1/32 SCALE

- UH-72 Lakota
- Airbus H145M KSK
- Messerschmitt Me 262B-1 (New Tool)
- Boeing F/A-18E Super Hornet (New Tool)
- Duo discus glider with engine

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32061 DH.9a 'NINAK' (Post War) 1/32



32046 Albatros B.II (Early) 1/32

Wingnut Wings

Of the two new releases, one was announced a few months ago and is a modified version of their original de Havilland D.H.9 to a postwar version. The modifications needed to produce this later variant include revised undercarriage, instrument panel, wheels (including under fuselage spare), auxiliary petrol tank, auxiliary (tropical) radiator, and leading-edge wing slats. Parts are also supplied to produce the Russian built version of the D.H.9, the Polikarpov R-1 with its external synchronizing gear being the most obvious new feature.

As well as these changes over 88 parts have been upgraded from the original, not that I heard any complaints over what was in the original box.

As has become traditional we also had a surprise release, this time an early-war Albatross B.II. This type first flew in 1913 and was still in service in 1916 though mostly in a training role after the introduction of the more powerful Albatross C.I.

This is the first kit from Wingnut Wings that has introduced pre-cut decals to represent the plywood finish on two of the kit options, and though most World War One modellers have perfected the various techniques of producing wood finishes less talented modellers like me are sure to welcome these being included in the box.

Hopefully a fully a full preview of this kit will be in the next issue, with a video preview on the SAMi portal on our website.



Czech Out

Our Monthly look as News from the Czech Republic by **Tim Upson-Smith**

The joy of magazine schedules! As I write it is the week between Christmas and New Year... Still as you read this the New Year will be very much upon us and those dark winter nights will be getting shorter, still, plenty of time (hopefully) to build some of the kits which get featured in this column every month. That so many new kits keep coming astounds me every month and this issue is no exception with some very nice announcements of kits to come and some which will be available by the time you read this!

Happy New Year, and with this news from the Czech Republic it is looking to be a good one!

If your company or product is not featured and you would like it to be, please contact us at the editorial email address.

Fly

I think the biggest news is perhaps from Fly this month. As you read this the 1/48 scale Grunau Baby will be in the shops. I had the pleasure of seeing a built-up test shot of this kit at Plastic Winter and it is safe to say that I will be buying one! It looks very good and it is so nice to see gliders being kitted in a more mainstream way.

Fly are also releasing more and more images of their forthcoming 1/32 Hawker Hurricane which is really looking good.

As well as the Mk IIC trop version which we have seen the box art for, we can also look forward to a Sea Hurricane, hopefully in May. I have a bit of a soft spot for the Sea Hurricane, having spent many a summer flying day at the Shuttleworth

Collection watching the only airworthy example in the world being put through her paces. Time to start saving up!



Valom

New in Valom's ever expanding range of 1/144 scale First World War aircraft kits are:

- 14414 Fokker E.III Eindecker German fighter
- 14413 Nieuport 11 Bébé French fighter



Eduard

I picked up the 1/144 scale Avia B.534 early series Quattro combo set at the Plastic Winter show and they look absolutely exquisite. The 1/72 scale Avia B.534 III Series makes an outing this month in a Profi-pack edition. Other releases are the 1/48 scale Bf 108 which is also in the Profi-pack line, also in 1/48 scale in the Weekend line we have the Bell P-400 Air A Cutie with some rather risqué nose art! To round off the releases from Eduard we have the Limited Edition boxing of the SBD-5 Dauntless in 1/48 scale. The plastic for this is Accurate Miniatures and it comes with 5 markings options, (decals by Cartograph), colour photo-etch set, paint mask, Brass wheels and gun.

As ever to keep up to date with all of the accessories released by Eduard visit their webpage at www.Eduard.com.



Kovozavody Prostejov (KP)

KP have announced two new forthcoming models, a 1/72 scale Spitfire Mk IIb and 1/72 scale Spitfire Mk Vb early, the Mk Vb early having

two different boxings. Also one to look out for is the 1/72 scale MiG-23MF with markings for Czech, East German and Polish examples. Previewed elsewhere in this issue is the award winning

La-5FN in 1/72, which is currently on my bench and progressing quite nicely.



AZ Model

This month AZ have no less than four limited edition boxings of their 1/72 scale P-51B, all of which are quite colourful, especially the 'captured' and 'foreign users' kits.



Special Hobby/CMK/Planet Models

As of the 1st of January 2016 MPM Production Ltd will become Special Hobby Ltd, with the Special name covering the ranges. Special Hobby will be aviation, Special Armour military vehicles and Special Navy will cover ships and submarines. CMK and Planet models will continue as usual.

I have a confession to make: I missed the release of the new Planet Models Short SC.1 in 1/72 in this column, but a preview elsewhere in this issue should hopefully make up for this!

It is looking like a bumper year for Special Hobby, with this year finally seeing the release of the 1/32 Hawker Tempest.

Coming soon from Special Hobby we can look forward to two 1/72 scale Mirage F.1s, a CE and CG, these look good and the decals will be by Cartograph. Also coming soon is the Vautour IIN in 1/72 scale, another one for fans of all things French! Also in 1/72 scale there will be a Nomad Mk I, the box art for which features a rather striking yellow and black striped example.

Other announcements include;

• SH32013 Model 339B/E Buffalo Mk I, 1/32 Scale

In 1940, Great Britain was left alone in its fight against Nazi Germany. However, the USA, being the biggest democratic world power, managed to find ways to help the UK and one of the means was the supply of weapons. However, the aircraft types to be delivered were of rather various quality, there were some excellent types indeed, while some others were almost unsuitable. One of those types that the UK had big expectations about was the Brewster Buffalo. Soon after being delivered, the RAF found out that the Mk I version machines were not at all suitable for the European battlefield. Having realised this the RAF transferred the Buffalo fighters to the Pacific with the hopes of their being far better against the inferior Japanese aircraft! This led to the British Buffaloes being known mainly for taking part in the defeat of British forces in Malaya and Burma as it soon became clear that Japanese fighters possessed much better performance than their British counterparts.

Special Hobby will be re-releasing their 1/32 Buffalo with RAF markings. It will come with no less than nine runners of plastic parts, an injected moulded clear canopy, resin parts and a PE-fret.

The decal sheet provides for four Buffaloes from the fighting over Singapore and Malaya. There are machines of RAF No.453 (RAAF), No.488 (RNZAF), No.243 and RAAF No.21 Squadrons, each of them adorned with some cartoon or other embellishment, as for example a dragoon, a doggie or a boxing kangaroo, and the last of the machines wears tally markings in the form of small swastikas standing for the pilot's victories during the Battle of Britain. This version of the Buffalo model will be a limited edition version.

• SH72325 Arado Ar 96A, 1/72 Scale

The training of pilots and nother flight personnel in the newly built Luftwaffe took place in so called Flugzeugführerschule A/B, or Flying Schools A/B, with aircraft of A1/2 and B1/2 categories. For the B1 category advanced training in those fighter schools, the Luftwaffe requested in 1935 a new monoplane (low-wing plane) type of all-metal construction and the Arado Company was assigned with the task of its development and production. The development itself was quite a demanding one, the resulting prototypes being rather different one from another. In the end, the production was based upon the Ar 96 V6 prototype and the type was known as the Ar 96A,

in which the Argus As 10c engine was used and both Arado and AGO companies were involved in the production. During about one year's service of this plane, it became clear that the type's engine was suffering from low output, therefore the Luftwaffe opted to use the plane's final version instead, that being known under the Ar 96B designation. This version was powered by a more powerful As-410 engine (and is available in model form under Cat.nos. SH72312 and SH72315.) As the Luftwaffe preferred the B version, the earlier machines were freed for export. At least one of them found its destination in Bulgaria during the course of WW2, and five machines were taken over by the Slovak State military. However, the A type's main user was the Royal Hungarian Air Force, which also became the second largest user of the Ar 96 of all versions.

From the first glance one may think that, apart

from the engine installed, the Ar 96A and Ar 96B are identical aircraft. A false impression, though. As the 10c engine was significantly lighter, the wing-to-fuselage position was different from the B version; this also led to a different angle of the wing root section of the leading edge. Therefore, we simply had to make completely new moulds for this model. The PUR resin parts are also different. The kit contains a PE fret, the decal sheet caters for five quite interesting camouflage options, two of which, the V6 prototype and the Slovak machine, flew with a rare wooden prop. All the remaining machines, meaning the German Flying School aircraft and both the Hungarian planes (each of them in a different type of camouflage) used a standard metal propeller.

CMK resin sets rarely get a mention in this column as they usually appear in the accessories section, but these two sets caught my eye.

• 7330 Letov Š.328 – 1/72 Control surfaces set for the Special Hobby kit

A set containing all the control surfaces (ailerons, rudder, elevators plus the tailplane) for a model of the Czechoslovak reconnaissance and light bomber aircraft. All parts, having fine sagged fabric effect, come with very nice and subtle surface detail, panel lines and inspection panels.

The Š.328 was operated by the pre-



war Czechoslovak Air Force and during World War II by Slovakia and Bulgaria; several captured machines were used by the German Luftwaffe for training and target towing.

• 7333 Folland Gnat F.1 – 1/72 Control surfaces set for the Special Hobby kit

This set offers new flaperons (control surfaces combining an aileron and a flap), all-moving slab tailplanes with elevator surface (operated manually in emergency) and a rudder for the new 1/72 Special Hobby model of the British fighter jet. The resin parts come with fine detail throughout.



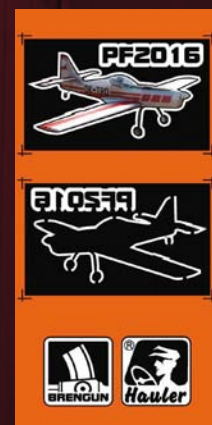
RS

By the time you read this the new 1/72 scale DFS 230 gliders will be available. Again I had the pleasure of seeing a built-up painted fuselage at the Plastic Winter show in November, the detail packed into this 1/72 scale kit is fantastic. We will bring you a closer look at this kit as soon as we can.



Brengun/Hauler

No news as such this month, but a clue to the next release was given with the Christmas message from Brengun/Hauler. I had noticed a couple of extra parts on the Zlin Z.50 sprue and it would seem that these are for the Zlin Z.50M which had a different engine. When we can expect to see this I do not know, but of course we will bring the news as soon as we can!



Previews



Short SC.1

By Tim Upson-Smith

have a confession to make: although I write the Czech Out news section each month this kit eluded me!

Planet Models have released a brand new kit of the Short SC.1, the first British VTOL aircraft and important test bed for the sadly missed (at least in UK skies) Harrier.

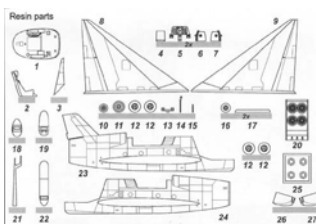
The kit is beautifully cast in grey resin with minimal flash and casting

blocks in unobtrusive places, which should make clean-up relatively swiftly, certainly not much more than you would expect on an injection moulded kit. The kit comes with the option of building both prototypes so two different canopies are provided. These are vac-formed but there is a spare of each just in case... a dip in Klear/Future will really finish these off. The three undercarriage legs are provided in white metal and there is a photo-etched grille for the jet intakes on the top of the fuselage. The small decal sheet has all the markings required for both prototypes, with two options for the second prototype. The instruction booklet rounds off the package and

Decals

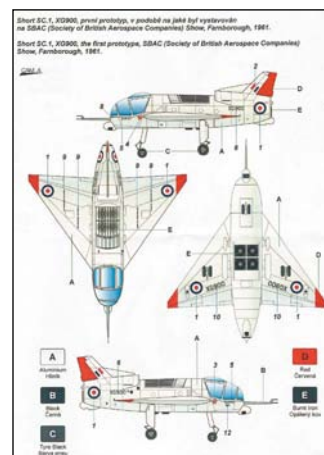


Obtisky



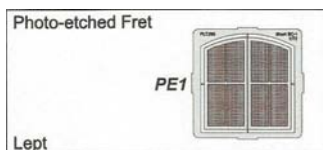
is clear to follow with the markings options nicely printed in colour.

With only six construction stages this should be a relatively quick and easy build of this important VTOL prototype, and if you like experimental types a must for your collection.



SHORT SC.1

KIT INFO	MANUFACTURER	Planet Models
	SCALE	1/72
	PRODUCT CODE	PLT 266
	PARTS	29 grey resin parts, 4 vacform canopies, (2 versions with a spare of each) 1 photo-etched grille, 3 white metal undercarriage legs
	DECAL OPTIONS	3



Amazingly for an experimental type, both prototypes survive, the first in the Science Museum in London and the second in the Ulster Folk Museum in Northern Ireland.

My thanks to the fine folks from Special Hobby for passing us the review sample at November's Plastic Winter Show in Bratislava.

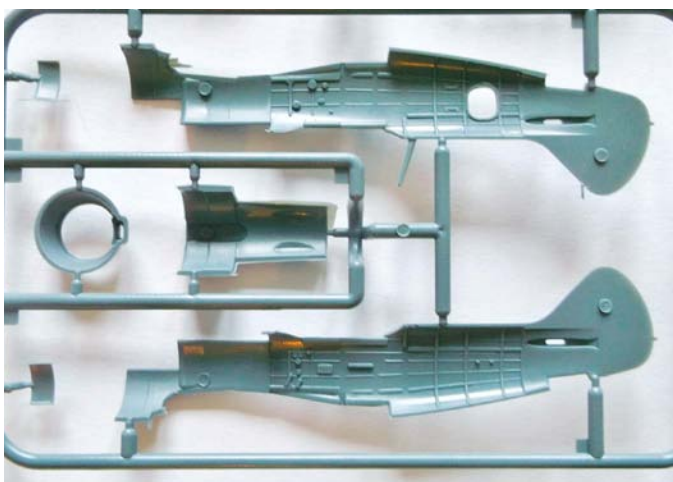


Lavockin La-5FN VVS

By Tim Upson-Smith

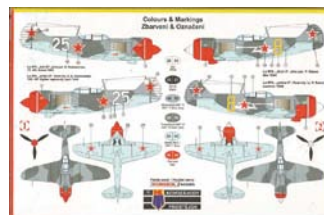
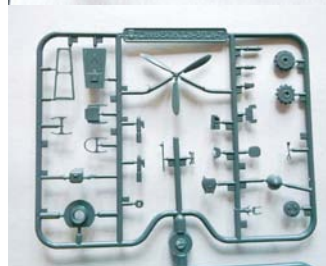
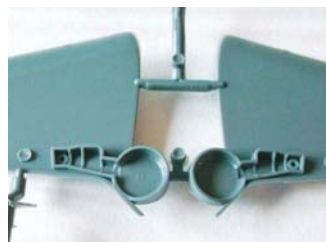
Now when a model wins an award, in this case Product of the Year 2016 from Model Hobby CZ, it deserves a closer look!

So what do you get in the end opening box? The box art features an La-5FN on a low strafing run over a German airfield; on the reverse of the box are two of the three colour options, the third option is on the instruction sheet. Inside the box are two sprues of grey plastic with 55 parts (4 of which are marked not for use), a clear sprue, bagged separately with 6 parts on it, including a three-part open canopy as well as a closed option. The instruction booklet is in colour, on the front it has a short history of the type in Czech and English, also included is a list of references which will be handy if you are building the model. The instructions are split into 28 stages, with clear CAD renders of the parts and where they go. Last but by no means least is the decal sheet, which has two decals for the instrument panel, seatbelts are also provided on the decal sheet, which should look fine with the canopy closed. The decals are in register apart from the red stars with the black outline, but this is not too noticeable.



The parts on the grey sprues are well moulded with small sprue gates, there is some flash present, but nothing that a new scalpel blade will have any trouble with. The instrument panel has nicely moulded raised dials which will look good once painted and the decals added. The interior is made up of multiple parts including the interior framework and the radio bay which will look good once painted and the decals added. The interior looks pretty good out of the box, although some may wish to use photo-etched seatbelts to replace the decal belts.

The engine is just represented by the cooling fan and you have the option of using either a separate fan or one with a moulded rear. The undercarriage also looks pretty good out of the box, again some flash is present but nothing major. The wheels feature good tread and hub detail, which should satisfy most builders. The fuselage halves do have the airdials moulded onto them which no doubt during building will get knocked off,



LAVOCKIN LA-5FN VVS	
MANUFACTURER	Kovozávody Prostejov (KP)
SCALE	1/72
PRODUCT CODE	KPM 0034
PARTS	55 grey plastic parts over two sprues, 4 of which are marked not for use. 6 clear parts
DECAL OPTIONS	3



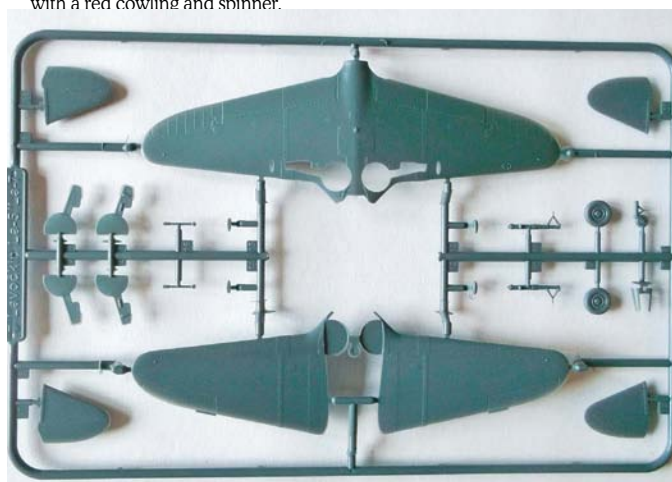
so it may be a good idea to remove them and reattach at the end of the construction process! The clear parts would benefit from a polish and a dip in Klear/Future, as they are not the clearest I have seen, but I am sure that it will not be long before a vac-form replacement is offered.

Three colour schemes are offered, these are:

- 1: La-5FN, "White 25", flown by Lt. S. Kramarenko, 19th IAP (Fighter regiment), April 1944
- 2: La-5FN, "Yellow 8", flown by Lt. P. Rakov, summer 1944
- These two options are in light and dark grey camouflage over pale blue undersides with red noses.
- The third option is:
- 3: La-5FN "White 57", 32nd IAP (Fighter regiment) summer 1943. This option has green and black topsides over pale blue undersides, with a red cowling and spinner.

Colour call-outs are for Humbrol and Agama paints for the exterior, for the interior only colour names are given, no manufacturers' numbers.

All in all it looks good in the box and has enough detail out of the box to satisfy most builders, and no doubt the aftermarket companies will come to the aid of those who wish to add even more detail. Every new KP release I have seen seems to be better than the last, with more refined detail and smaller sprue gates, they are looking more and more like mainstream kits which has to be good for the hobby. 1/72 scale seems to be having resurgence of late and I look forward to seeing what KP will do next. My thanks to KP for supplying the review sample at this year's Plastic Winter Show in Bratislava, Slovakia.



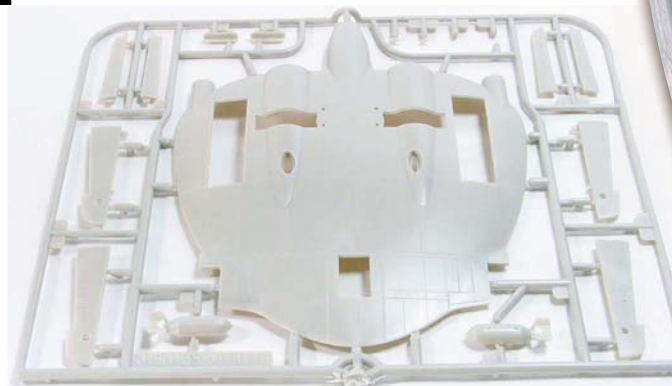
XF5U-1 Flapjack

By Wojciech Butrycz

We are living in the era of surprises. It seems almost weekly that we are having announcements of new kits being made of subjects never imagined by most of us to ever being reproduced in injection moulded plastic by a mainstream manufacturer.

This latest release of the XF5U-1 from Kitty Hawk is no exception, and it was not too long ago yours truly tracked down a fairly rare resin kit. Now it has been pushed to the side as I enjoy seeing what state-of-the-art moulding can do with this unique subject!

Under the attractive box art are several bagged sprues containing 157 plastic parts including eleven in crystal clear styrene. Also included are three etched brass, and decals including a rather striking, and well printed, "Uncle Sam" artwork with a threatening message to any adversary! Parts are cleanly moulded with very crisp recessed details along with some appropriate raised fasteners and bolts. Overall assembly looks straightforward with clear diagram type instructions leading the way. The cockpit is nicely represented with a well detailed instrument panel and side consoles. A standard seat is provided, however logical thought would dictate that safely bailing out of this aircraft could have been problematic and in my opinion full operation would have seen the installation of an early ejection seat, such as a MB Mk 1 or 2, as the USN preferred Martin Baker seats. Three



colour schemes are called out: two in overall Gloss Sea Blue and another in overall natural silver. However, Kitty Hawk failed to provide any BuNo's so you will be on our own to produce them, with the one flyable prototype being No.33958. Also note that the included national insignia is only good for aircraft up through 1947, so if doing any post-1947 "what if" schemes, such as a Korean War era aircraft, one will need to source the later style with the added red bars.

Several errors in the kit include the landing gear doors, engine cooling flaps, landing gear, and lack of blast tubes for the guns. Starting with the gear doors, the outermost doors should have a prominent blister to clear room for the wheels when closed. The landing gear itself also should have a hydraulic ram instead of the large spring. The wheel hubs are also a bit

interesting, as they should be similar to F4U Corsair wheels except with 6-hole spokes, however what is provided is plausible. Cooling vents as supplied in the kit are represented as flat plane panels, but should be sectioned much like standard cowl flaps, and displayed open so a small bit of rescribing or modification will be needed here.

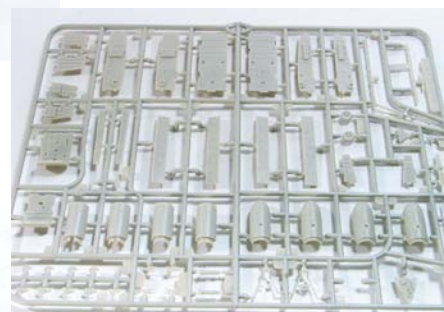
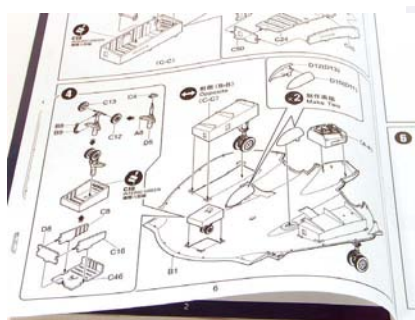
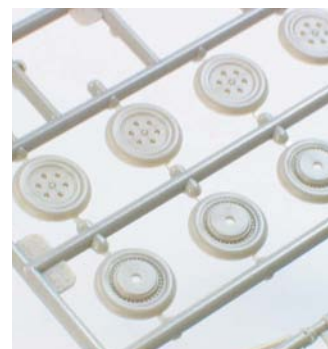
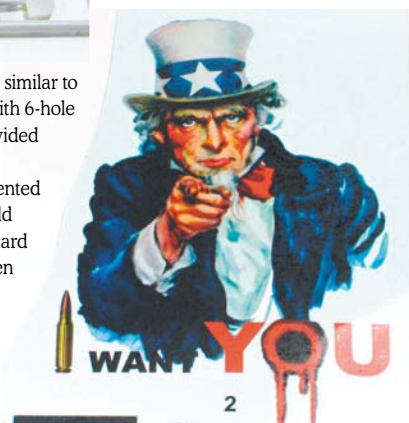
Even with a few minimal errors, this still appears to be a fun kit to build, and with its minimal parts count and very interesting look that in my view just cries out for some creative "1946" or Korean War schemes. I really hope the aftermarket get behind this kit with some simple resin corrections.

Our thanks to Kitty Hawk for the review sample and for producing such an interesting aircraft in kit form.



SHORT SC.1

INFO	MANUFACTURER	Kitty Hawk
	SCALE	1/48
	PRODUCT CODE	KH80135



Arma T-11 Iskra

By Wojciech Butrycz

The long awaited Arma TS-11 Iskra (Spark) in a Deluxe edition has just arrived on my workbench. This is first of three planned editions of the kit, with the Expert and Junior kits due in February 2016.

The Deluxe set contains enough parts to make two complete aircraft.

This kit was CAD designed in Poland with the tooling for the plastic parts being carried out in China.

The two ejection seats and main wheels have been produced in resin while each model has two sets of etched brass to provide internal and external detail, while photo film is used to supply the instrument dials, HUD and internal dividing glass between the cockpits.

The large decal sheet supplies markings for six colour schemes, and the 16-page bilingual Polish/English instruction booklet includes one-page colour profiles for each of the marking options. Additionally there are two pages to guide you through the stencil placements for both all-aluminum and camouflaged machines. The colour guide uses FS numbers but also the equivalent Humbrol, Pactra, Tamiya, Gunze and Vallejo paints.

The model is up to today's standards, and as for the fourth attempt to portray this aircraft (if my memory serves me well), according to my references the



dimensions and shapes are almost perfectly rendered.

The panel lines are quite delicate, though I have observed some minor over-lengths on two or three lines, but this will be easy to correct. The resin parts are very well cast and PE details on two frets are also the equal of anything I have seen in 1/72 scale. A nice touch is that you are also supplied with a set of canopy masks which makes producing sharp frame lines on the perfectly clear glazing much easier to do.

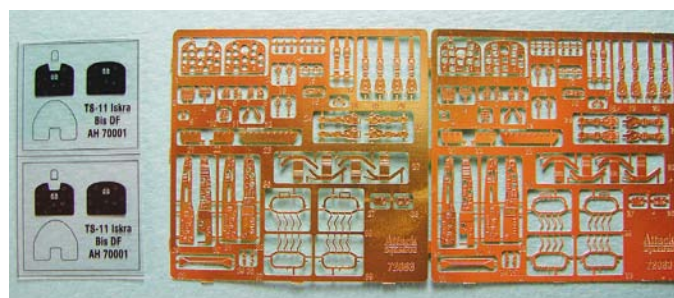
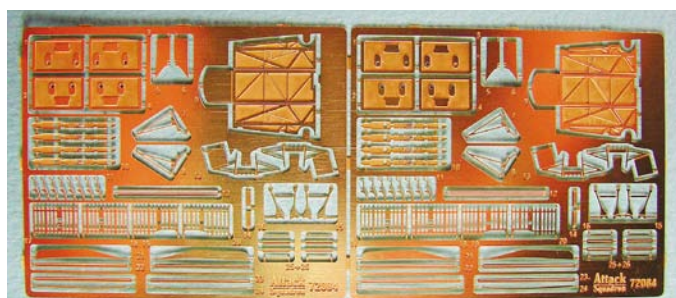
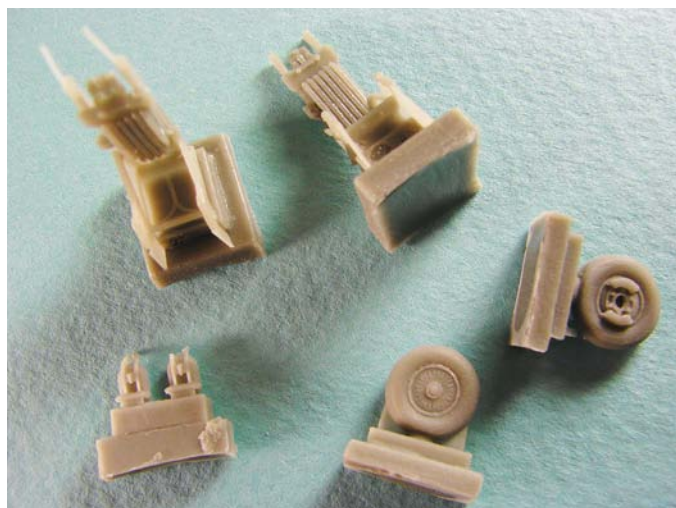


SO-3 engine has also been released by Armahobby's sister company Attack Squadron under catalogue number 72078 (resin plus PE).

This is a really nice kit of a long neglected type; more information can be found on the manufacturer's website at www.armahobby.pl

Additionally, a resin and photo-etched aftermarket set for the Iskra's

Sadly Wojciech Butrycz will never build his Iskra as he passed away unexpectedly on the 5th January 2016 in Krakow, Poland. Our condolences to his wife and daughter, he will be missed.



Creative Times

A Selection of new releases now available from **Creative Models**

Ultimate Sabre F-86



ULTIMATE SABRE F-86

INFO	MANUFACTURER	Eduard
	SCALE	1/48
	KIT NO.	EDK1163
	PRICE	£48.99
	DECAL OPTIONS	5
	STATUS	Added Parts Ex Academy

Tornado GR.4



TORNADO GR.4

INFO	MANUFACTURER	Revell
	SCALE	1/48
	KIT NO.	RV04924
	PRICE	£26.99
	DECAL OPTIONS	2
	STATUS	Revised Tooling

Saab J-29F Flying Barrel



SAAB J-29F FLYING BARREL

INFO	MANUFACTURER	Hobbyboss
	SCALE	1/48
	KIT NO.	HBB1745
	PRICE	£23.99
	DECAL OPTIONS	2
	STATUS	New Tool

Avia B.534 Early Series Quattro Combo



AVIA B.534 EARLY SERIES QUATTRO COMBO (4 MODELS)

INFO	MANUFACTURER	Eduard
	SCALE	1/144
	KIT NO.	EDK4451
	PRICE	£15.99
	DECAL OPTIONS	6
	STATUS	New Tool

Me262B-1a/U1



ME262B-1A/U1

INFO	MANUFACTURER	Hobbyboss
	SCALE	1/48
	KIT NO.	HBB80379
	PRICE	£16.99
	DECAL OPTIONS	2
	STATUS	Revised Tooling

Red Arrows Hawk T.1



RED ARROWS HAWK T.1

INFO	MANUFACTURER	Revell
	SCALE	1/72
	KIT NO.	RV04291
	PRICE	£7.99
	DECAL OPTIONS	13
	STATUS	New Tool

USAF T-38C Talon



USAF T-38C TALON

INFO	MANUFACTURER	Trumpeter
	SCALE	1/48
	KIT NO.	TRU02877
	PRICE	£19.99
	DECAL OPTIONS	2
	STATUS	Revised Tooling

Messerschmitt Bf109F-4



MESSERSCHMITT BF109F-4

INFO	MANUFACTURER	Hobbyboss
	SCALE	1/48
	KIT NO.	HBB81749
	PRICE	£14.99
	DECAL OPTIONS	2
	STATUS	New Tool



Václav Lomitzki – VALOM
Zlešická 1808, 148 00 Praha 4. Czech Republic
Tel. 00420 271910470
Email: vlomitzki@volny.cz www.valom.net

72095 RF-101C Voodoo 1/72 scale



14414 Fokker E.III 1/144 scale



Other forthcoming kits: F-101A Voodoo (1/72), Hanriot HD.1, Nieuport 11 Bébé (all in 1/144 scale)

72093 F-101C Voodoo 1/72 scale



14412 SPAD XIII 1/144 scale



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8 Types Lewis Guns



Salmson Late 2A2



Scale 1/48



www.gaspachmodels.com

Spandau Early 08



Browning Cal.50 Fixed



Scale 1/32 & 1/48

Parabellum 14



Parabellum 14/17

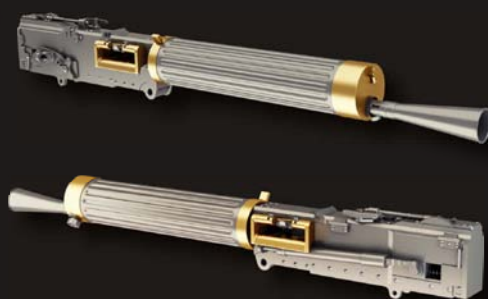


Browning Cal.50 Flexible



Scale 1/32 & 1/48

Vickers 0.5 inch MKIII



Scale 1/35

Browning Cal.50 Flexible Fixed Back Plate



Scale 1/32 & 1/48

7 Types Metal Turnbuckles



Salmson Mid 2A2



Scale 1/48

Lewis Gun MKI



Scale 1/35

Accessories



Aero-line By Plus Model

The latest addition to the Aero-line range supplies a 1/48 scale pilot for an La-5, though of course this can be used in any late-war Russian fighter. The pilot has a large map case and is resting his foot on an ammo crate; unusually the figure is cast in just one piece and will look amazing with just rudimentary painting skills.

1/48 SCALE

Pilot La-7
• Part No. AL4059

CONCLUSION

Yet another nice addition to the figure range from Aero-line and as 1/48 scale is not my main interest I would really like this one scaled up to 1/32 to go next to my Il-2 or MiG-3.

If you are interested in this range you can purchase them direct from the manufacturer at WWW.modelchoive.net and we thank Plus Model for supplying the review sample.

Eduard Brassin

This month I have never had so many Eduard Brassin sets, covering all three scales.

The Fw 190 features heavily with two more sets for the 1/32 scale F model which includes one of the most detailed sets I have ever seen to produce the complete BMW engine which uses no fewer than 72 resin parts and 30+ brass ones. The photograph of the basic kit unpainted looks stunning but with paint and weathering it could be entered into a competition in its own right. Moving down to 1/72 scale we have a number of sets that will upgrade this manufacturer's own new-tool Focke-Wulf Fw 190 family. No less than four sets are released with more to follow to detail nearly every area of this kit, and this includes both the cockpit and forward gun bay. In 1/48 scale we have no Focke-Wulf 190 items but a number of sets for things under wings, including a pair of Storm Shadows perfect for the new Revell Tornado GR.4.

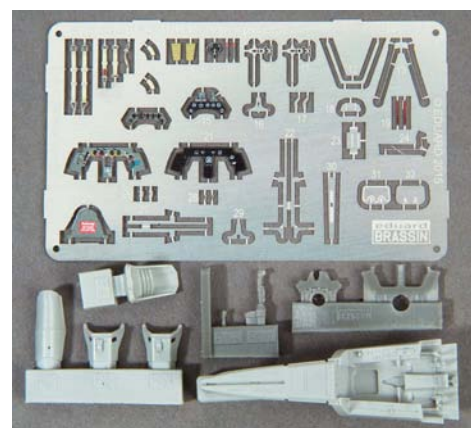
1/72 SCALE

AIM-4D AAM X 4

- Product No: 672 055
- Designed for: N/A

M117 Bomb X 6

- Product No: 672 057
- Designed for: N/A



Fw 190A Wheels Late

- Product No: 672 080
- Designed for: Eduard

Fw 190A-8 Cockpit

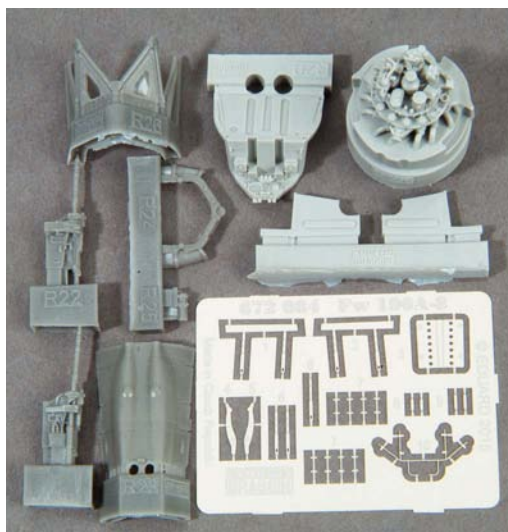
- Product No: 672 080
- Designed for: Eduard

Fw 190A-8 MG-131 Mount

- Product No: 672 084
- Designed for: Eduard

Fw 190A Exhaust Stacks

- Product No: 672 085
- Designed for: Eduard



1/48 SCALE

Lewis Mk III WW1 Gun X 2

- Product No: 648 205
- Designed for: N/A

GBU-49 LG Bombs X 2

- Product No: 648 220
- Designed for: N/A

Storm Shadow X 2

- Product No: 648 222
- Designed for: N/A

TER (Triple Ejector Rack) x 5

- Product No: 648 232
- Designed for: N/A

1/32 SCALE**Fw 190F-8 Engine**

- Product No: 632 063
- Designed for: Revell

Mosquito FB Mk VI Wheels

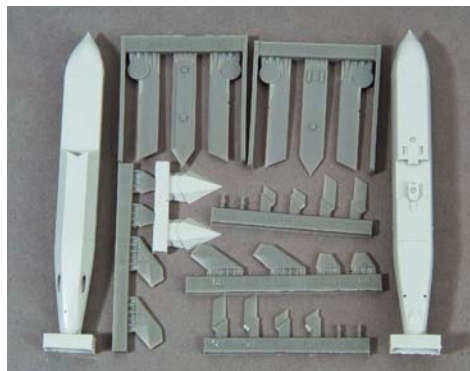
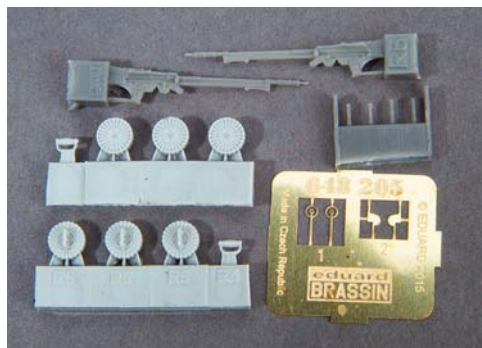
- Product No: 632 061
- Designed for: Tamiya

Mosquito FB Mk VI Exhaust Stacks

- Product No: 632 066
- Designed for: Tamiya

Fw 190F-8 Propeller

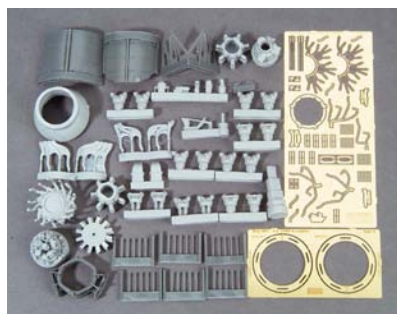
- Product No: 632 069
- Designed for: Revell

**CONCLUSION**

I was simply blown away by the sheer quality of some of this month's sets, even the most basic ones like the triple ejector racks are far better than nearly any produced in plastic.

I will really admire anyone who can add all of the Fw 190 sets to the already great looking 1/72 Eduard kit.

Our thanks to Eduard for the samples, which are now available from your favourite dealer worldwide.

**SBS Models**

New in from SBS models is a new set for the Airfix Blenheim Mk I or Mk IV that supplies a complete replacement for the engine cowlings and flaps plus a set of exhaust pipes. All of the parts are moulded in grey resin and are simple drop-fit replacements with minimal cleaning up before use.

1/72 SCALE**Bristol Blenheim Mk I/Mk IV Engine Cowlings and Exhausts**

- Part No 72033
- Designed for: Airfix

**CONCLUSION**

These are a nice upgrade for the Airfix kit and are more accurate than the kit parts so what's not to like? Take a look at their website www.sbsmodel.com to see the full

range, and in the UK the SBS range is now being stocked by Hannants.

Our thanks to SBS Models for the samples.

Scale Aircraft Conversions

A quiet month as this issue was being written just as we started the Xmas close down. But we still have four new sets all for kits released this year, and in the case of the Kitty Hawk XF5U one that has not even hit the hobby shop shelves in the UK, and this aircraft with its stalky undercarriage supporting a heavy fuselage could really do with this upgrade.

1/32 SCALE**Mirage IIIC Landing Gear**

- Product No: 32102
- Designed for: Italeri
- Price: \$18.95

1/48 SCALE**Vought XF5U-1 Flapjack Landing Gear**

- Product No: 48295
- Designed for: Kitty Hawk
- Price: \$17.95

1/72 SCALE**F-4 Phantom II Landing Gear**

- Product No: 72105
- Designed for: Academy
- Price: \$13.95

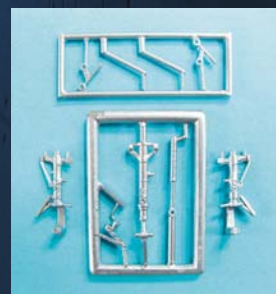
Grumman F4F Wildcat Landing Gear

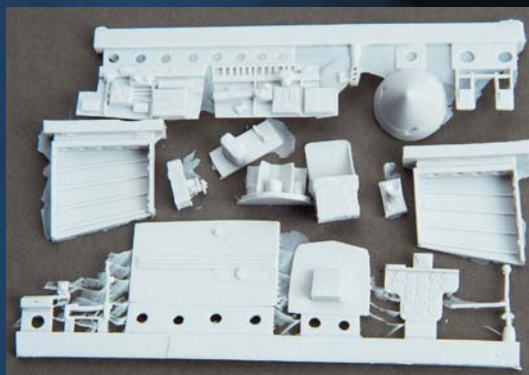
- Product No: 72123
- Designed for: Airfix
- Price: \$13.95

CONCLUSION

These samples were provided by Scale Aircraft Conversions and will be available to purchase in the UK from Hannants and www.oxonianplasticfantastic.co.uk. The manufacturers also have their own website at www.scaleaircraftconversions.com.

Our thanks to Ross McMillan for supplying the review samples.

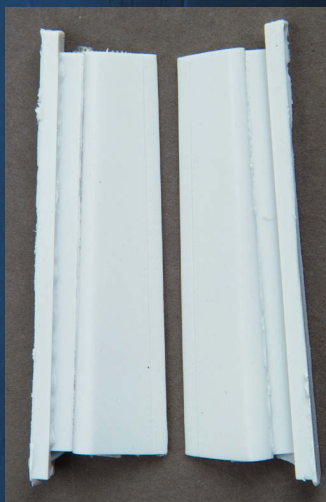




Medallion Models

This is a name from the past and I reckon it was at least 12 years ago that I built a Hasegawa Ki-61 with the cockpit set that we received for review. My understanding is that Starfighter models have purchased the original moulds and are recasting them with no major changes. Now this is not a bad thing as I remember the Ki-61 set was far superior to the kit parts and was easy to assemble.

Most sets come with a clear instruction manual though on a set like the P-51 Flaps it is really quite obvious what modification is needed to the kit parts.



1/48 SCALE

P-51 Flaps

- Product No: MM100-1
- Designed for: Monogram

P-40B Upgrade - Wheels, Cockpit & Spinner

- Product No: MM34
- Designed for: Revell/Monogram

Ki-61 Cockpit

- Product No: MM43
- Designed for: Hasegawa

CONCLUSION

These are well cast and despite their age are still a big improvement on the original kit parts and can be purchased from www.starfighter-decals.com for a very reasonable price, i.e. \$5 for the P-51 Flaps to the P-40B priced at just \$17.99 and this is just the start as the original Medallion Models range was quite large and included many upgrades for classic kits that have not been bettered.

Our thanks to Starfighter Models for supplying the review samples.



Two Mikes Resin

Two Mikes isn't a new company, but it is well established among the modern aircraft aftermarket aficionados. After a short hiatus, they have returned with a slow release of previous products as well as some new ones! Among their newest releases are a couple of sets of wheels and the SHARP pod used on Super Hornets. SHARP, for "Shared Reconnaissance Pod" is the latest Recce pod being used by the US Navy.

Starting with the wheels, we have full replacements in 1/48 for the Viggen and early Harrier. Both sets are vast improvements over the kit offerings, and offer greater accuracy and detail. Cast in a dark grey resin, they are flawless. The wheels come on their own with no instructions needed, while the SHARP pod has step-by-step assembly with useful hints. There are also a few photos of the actual pod. The centre camera bay can be posed within its full arc of operation.



1/48 SCALE

- 148001 Saab AJ/JA-37 Viggen Replacement Wheels
- 148002 SHARP Reconnaissance Pod (SHARP)
- 148003 AV-8A/ Sea Harrier Early Wheels



CONCLUSION

We are glad to see Two Mikes back in the fray, and are looking forward to seeing more! Our thanks to Two Mikes Resin for providing the review samples. Orders for these and other available products can be placed direct through the Two Mikes ebay store.

<http://stores.ebay.com/twomikesresinaccessories>



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Darkstar Molten Metals

We have been advised by the Airbrush Company that they are now stocking the Darkstar range of metallic colours. As I have reviewed these before in February 2015 I have reprinted my original review below. And I will say that I have now used these paints a couple of times and have had very good results, though I still have to finish a whole natural metal airframe with them.

At Telford a club member told me that I should seek out a new company called Darkstar that was launching a new range of metal paints. Unlike most metallic paints these are acrylic based which many modellers prefer when airbrushing as spirit based paints can be an issue.

I found the stand and after a quick talk with the staff I was allowed to play around with a number of the colours and I can say I was quite impressed. Produced in a range of 15 different shades these really look metallic when applied with a brush and if thinned slightly with water sprayed beautifully. The pigmentation is very fine and is particularly suitable for dry brushing and being used to pick out areas of wear. With so many colours you can represent most colours straight from the bottle but you can also intermix the different colours to produce your own custom shades if needed.

The full paint range currently has the following colours:

- Silver
- Old Silver
- Baroque
- Pewter
- Graphite
- Steel
- Classic Gold
- Royal Gold
- Regency Gold
- Victorian Gold
- Pale Gold
- Renaissance Gold
- Brass
- Copper
- Blacked Bronze "

To see examples of the colours and some models that have been finished with this paint range visit the company's website at www.darkstarmini.co.uk and go to the paint section.

Our thanks to the Airbrush Company for bringing this addition to their range to our attention, which is now available from their website for just £3 per 17ml bottle.



Master Models

Last month we reviewed a whole selection of Master's turned brass barrels that were released at Telford, and now we have the second batch that includes sets for the P-38 in all the three scales as well as static discharge wicks for the Sukhoi Flanker family.

1/32 SCALE

GM-32-085 Static Dischargers for Su-27/30/33/34)

- Designed for: Trumpeter

GM-32-086 P-38 Lightning (Early)

- .50 Cal with drilled barrels and 20mm cannon
- Designed for: Any

GM-32-087 P-38 Lightning (Late)

- .50 Cal with covered barrels and late 20mm cannon
- Designed for: Any

GM-32-086 P-38M Lightning)

- .50 Cal barrels and 20mm cannon with Flash hiders
- Designed for: Any

1/48 SCALE

GM-48-112 Static Dischargers for Su-27/30/33/34)

- Designed for: Any

GM-48-114 P-38 Lightning (Early)

- .50 Cal with drilled barrels and 20mm cannon
- Designed for: Any

GM-48-115 P-38 Lightning (Late)

- .50 Cal with covered barrels and late 20mm cannon
- Designed for: Any

GM-48-116 P-38M Lightning)

- .50 Cal barrels and 20mm cannon with Flash hiders
- Designed for: Any

1/72 SCALE

GM-72-093 Static Dischargers for Su-27/30/33/34)

- Designed for: Any

GM-72-094 P-38 Lightning (Early)

- .50 Cal with drilled barrels and 20mm cannon
- Designed for: Any



GM-72-095 P-38 Lightning (Late)

- .50 Cal with covered barrels and late 20mm cannon
- Designed for: Any

GM-72-096 P-38M Lightning

- .50 Cal barrels and 20mm cannon with Flash hiders
- Designed for: Any

CONCLUSION

I love this range, as it is simple and easy to add these upgrades that instantly improve any model with a relatively minimal outlay.

The full Master range can be viewed on their website at www.master-model.pl and in the UK the range will be stocked by Hannants and also available from the Master Model stand at Telford every November.

Our thanks to Piotr Czerkasow for supplying us with the review samples.



Yahu Models

This ever-growing range of instrument panels never ceases to amaze me; the detail on the tiniest panels is superb and looks great under magnification. Where multiple manufacturers' kits are listed there is a diagram on the instruction sheet indicating any parts that may need to be removed to fit, which is very useful.

As you can see from the list there is a really good range of subjects represented, with panels for old and new kits too.

1/72

- YML7201 MiG-21 PFM (Sea Green) YML7210 IAR.81 (PARC/Amodel)
- YML7211 IAR. 81 Bomber (PARC/Amodel)
- YMA7259 Beaufighter Mk X (Airfix)
- YMA7262 A6M2 (Nakajima Green) (Tamiya, Fine Molds, Hasegawa, Airfix)
- YMA7263 A6M5 (Nakajima Green) (Tamiya, Fine Molds, Hasegawa)
- YMA7264 IK-3 serial production (AZ Model)
- YMA7283 La-5 late (KP (2015), AML)



If you are new to adding that bit of extra detail to a model or are just looking to lift an otherwise good cockpit, then these panels will really fit the bill, as they are a very simple drop-in replacement, as it says on the packet 'Just Stick'!

My thanks to Yahu Models for supplying the review samples.



1/48

- YMA4822 PZL P.23 Kara (Mirage) SAM YMA4826 A6M2 (Nakajima Green) (Tamiya) YMA4827 Spitfire VII/VIII/early IX (Eduard/ICM)



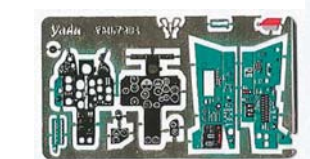
1/32

- YMA3209 Bf 109E (Eduard)
- YMA3210 Mosquito NF.11/ FB.VI (Tamiya/HKM)



1/24

- YMA2401 Hurricane Mk I early (Trumpeter)
- YMA 2402 Hurricane Mk II (Trumpeter)



Mr Hobby

Bottle Opener by Jonathan Davies

I am indebted to those nice people at Albion Alloys who persuaded me to try this rather nifty little tool when I was at SMW in Telford back in November. Those of us who have used acrylic paints in jars, be it Mr Hobby or Tamiya, will know how sometimes a little unseen smear of paint can cause the lid to bind quite tightly to the jar. If like me you also have a touch of arthritis in the fingers, then this can prove problematic. With this tool, however, life gets a whole lot easier.

Supplied as a two-part set, you have a silicone rubber grip into which the paint jar slides, to provide extra grip. The yellow part has three options which allow for all the different paint jars supplied via the Mr Hobby range. Each round end is a slightly different diameter to account for the



Mr Hobby Aqueous Color range and the GX colour range, whilst the slot allows for the Mr Color range. As a bonus, the larger end also fits Tamiya paints perfectly.

This is an absolute essential for anyone using paint jars. I got mine from Albion Alloys and it comes in at under a tenner and I can heartily recommend it.

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ALBION ALLOYS Albion Alloys Precision Metals for Model Makers

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MR HOBBY

Mr Hobby (Gunze Sangyo – GSI Creos)

An incredible array of paints, thinners and primers – widely seen as the best quality paint currently on the market. A thoroughly professional product and a correspondingly wide range of colours, primers and associated tools – you'll want the whole range in your inventory.

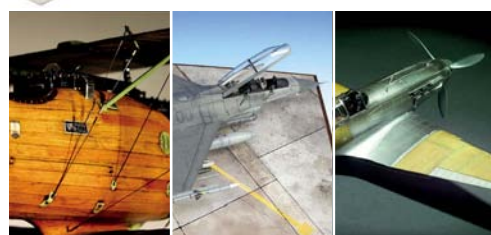


Uschi

van der Rosten

Uschi van der Rosten

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Precision Knife Craft Set and Saws

This month we are going to have a look at the Model Craft precision knife set.

Presented in a clear storage box this set includes three sizes of handle. The #1 is the classic knife handle that most modellers will be familiar with as this is the most common type they use. The #2 is a larger version of the #1 and is more suitable for heavy-duty tasks like chiselling or sawing. The #5 handle is the big boy of the 3 with a large plastic handle and is perfect for use with the range of Model Craft saw blades that we will look at later.

Each knife set comes with a selection of blades enabling you to try a few different types before ordering more of your most used ones. For me these are the large fine blade which is my normal general modelling blade,

while the chiselling blade is very useful when I am removing moulded detail from the plastic parts prior to adding etched brass or resin aftermarket sets to my model.

Available separately, Model Craft have a range of saw blades that add more capabilities to this set. The smallest is #15, keyhole saw blade, which is perfect for removing plastic parts from their runners without risking damage to the parts. For finer work we have the #27 saw blade, which is far narrower and is very useful when removing control surfaces from aircraft models, enabling them to be posed realistically.

For heavy duty tasks like preparing resin parts before use we have a choice from 5 different saw blades each

measuring 125mm or 5 inches in length, but with various depths ranging from 19mm (¾ inch) to 50mm (2 inches). These blades are designed to fit the large #5 handle with its larger diameter making it easier to apply greater force through the blade if required.

PKN3305/S Precision Craft Knife Set (16 pieces)

This set includes:

- Classic craft knife #1,
- Medium duty knife #2,
- Plastic handled craft knife #5.

Blades for #1 handle

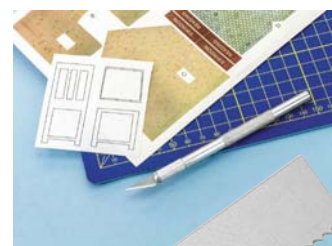
- General purpose curved blade #10
- 2 x Classic fine point blades #11
- Scoring blade #16
- Chiselling blade #17

Blades for #2 and #5 handles

- 2 x Large fine point blades #2
- Chiselling blade #18
- Angled chiselling blade #19
- Large curved carving blade #22
- 2 x Deburring blades #24
- Stencil edge blade #68

PKN2727 # 27 Saw Blade (Qty 5)

Designed to allow careful and detailed cuts.



PKN2715 # 15 Keyhole Saw Blade (Qty 5)

Designed for small interior cuts in tight or restricted spaces.

PKN1340/50/60/80/90 Saw Blades for #5 handle

- 1340 = Depth 19mm, ¾ Inches
- 1350 = Depth 25mm, 1 Inch
- 1360 = Depth 32mm, 1.25 Inches
- 1380 = Depth 50mm, 2 Inches
- 1390 = Depth 32mm, 1.25 Inches

All of the items listed above are available from the SAM Shop at www.sampublications.com and we thank Shesto Tools for supplying the review samples.



For more information on this and other products go to the Shesto website

www.shesto.com

or contact them directly via email at sales@shesto.co.uk or telephone

0208 451 6188

Fw 190A-5 1/72

Cat. No. 70116

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FEB16

Jan and Tony's (formerly with **The Aviation Hobby Shop**) new showroom and retail counter **IS NOW OPEN** on the 2nd floor, **Biggell House, Horton Road, West Drayton, Middlesex, UB7 8EL**, we are now open for business from Monday thru Saturdays 10.00 - 16.00 hrs. Plenty of free parking. We carry a varied range of aviation related books from most publishers, and a large range of plastic kits & accessories. We offer a **10% discount** for ATC Squadrons, IPMS members and genuine Model Clubs/Societies on over the counter sales on production of a current membership card. We are attending numerous aviation related events, fly-ins, conventions and a number of model shows. We look forward to seeing you soon. We now accept most major credit cards, cheques and postal orders to be made payable to AJ Aviation.

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AF6007	Handley Page 0/400.....£19.99
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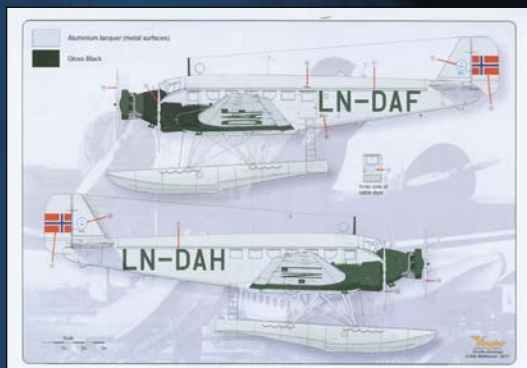
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TAM61095	Focke Wulf Fw 190A-8/A R2.....£24.99
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TAM61103	AGM-54A Zero (Zeke).....£39.99
TAM61104	Focke Wulf Fw 190F-8/9 with Bomb loading set.....£34.99
TAM61106	F-16C/N "Aggressor".....£44.99
TAM61108	Mitsubishi A6M3/3a Zero.....£39.99
TAM61109	Dewoitine D.520 with Citroen 11CV Car.....£39.99
TAM61110	Mitsubishi G4M1 Yamamoto with 5 figures.....£69.99
TAM61111	Avro Lancaster Bomber Grand Slam.....£84.99
TAM61112	Avro Lancaster B Mk.III w/painted canopy.....£84.99
TAM61113	Ilyushin IL-2 Sturmovik.....£54.99
TAMIYA 1/72 scale	
TAM60741	F-4D Skyray.....£12.50
TAM60742	A-6E Intruder.....£12.50
TAM60744	A-10 Thunderbolt II.....£12.50
TAM60745	Republic F-84G Thunderjet.....£12.50
TAM60746	F-4E Phantom II.....£14.99
TAM60747	F-4E Phantom II.....£17.99
TAM60748	Mosquito Mk.VI/NF Mk.II.....£11.99
TAM60749	P-51D Mustang.....£12.50
TAM60751	Messerschmitt Bf 109E-3.....£12.50
TAM60752	F4U-1D Corsair.....£19.99
TAM60753	Mosquito B Mk.IV/PR Mk.IV.....£18.99
TAM60754	North American F-51D Mustang.....£12.50
TAM60755	Messerschmitt Bf 109E-4/7 Trop.....£11.99
TAM60756	Spirit Mk.Vb Trop.....£14.99
TAM60757	Mosquito NF Mk.IX/IV II.....£18.99
TAM60758	Focke Wulf Fw 190A-3.....£12.50
TAM60759	P-47D Thunderbolt Razorback.....£17.50
TAM60774	Vought F4U-1 Bird Cage Corsair.....£19.99
TAM60775	Vought F4U-1 Corsair.....£19.99
TAM60776	Mitsubishi A6M5 Zero.....£19.99
TAM60780	AGM-54 Zero (Zeke).....£19.99
TAM60781	Ilyushin IL-2 Sturmovik.....£21.99
TAM60784	AGM-3 Zero Model 32 "Hamp".....£19.99
TAM60785	AGM-3A Zero Model 232 "Zeke".....£19.99
TAM60786	F-16C Fighting Falcon.....£19.99
TRUMPETER 1/72 scale	
TR1601	Tupolev Tu 95MS Bear H.....£74.99
TR1605	N.A. F-107A Rapier.....£10.99
TR1608	Xian Flying Leopard (FBC-1).....£17.99
TR1610	Shenyang F-611 Finback-B.....£17.99
TR1611	J-10 Fighter (Chinese Air Force).....£15.99
TR1612	Tupolev Tu 16K-26 Badger G/Xian H-6.....£31.99
TR1614	Chinese Xian JH-6 Tanker.....£34.99
TR1616	RA-5C Vigilante.....£21.99
TR1617	F-105D Thunderchief.....£20.99
TR1618	Republic F-105G Thunderchief.....£20.99
TR1619	Westland Wyvern S.4.....£19.99

Decals



Lima November

This month from Lima November we have two more new sheets launched at Telford. Both supply markings for aircraft flown by DNL, a Ju 52 Floatplane and a Sikorsky S.43 Flying boat from the seas around Norway in the late 1930s.

Both aircraft are metal finishes with a large Norwegian flag on the tails and this is called out on the instructions. Now I will say that Lima November's instructions are comprehensive but the S-43 takes this to a whole new level: seven period photographs, plans for the internal layout and even colour call-outs with samples for the interior. Also as a small bonus both sheets supply a set of window masks, which will certainly help make painting simpler.

1/72 SCALE

LN72-528 DNL Junkers Ju 52

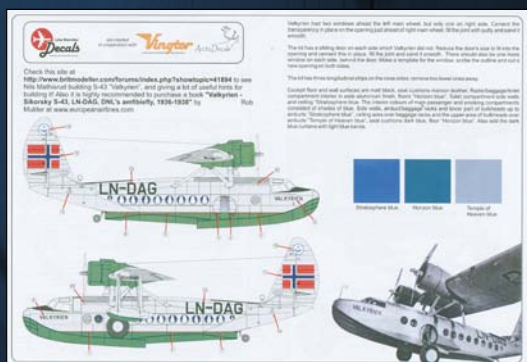
- Junkers Ju 52, LN-DAF.

LN72-529 DNL Sikorsky S.43

- Sikorsky S.43, LN-DAG

A bit of a niche subject but certainly an interesting pair of colour schemes, and I keep thinking that a diorama of both aircraft moored in a fjord would be quite striking.

If you are interested in Lima November decals they are stocked by Hannants, Aviation Megastore and Airliner World in Europe and AHS for those living in North America. They are also available direct from the manufacturer Lima November Decals C/O Ruben Husberg, SNØDEVEGEN 4A, 4056 Tananger, Norway, email ruben.husberg@online.no. Payment can be made by PayPal, cash or bank transfer.



Xtradecal

This month's new releases are all for kits that have been released over the last few months as the Airfix and Revell Shackleton, Airfix Whitley, Sword Strikemaster and Revell C-54, all getting a selection of alternative markings many of which are quite colourful. OK, I lied, there is one decal sheet that is not for a new release and for me it was the most interesting!

The new Airfix Boulton Paul Defiant is due in the spring and Xtradecal have scaled up a number of the markings from their previous 1/72 sheets to give you options for a Mk I, NF Mk II and even the rare ASR Mk I. This sheet will supply you with seven options and I will certainly be laying this down for use on the kit's release.

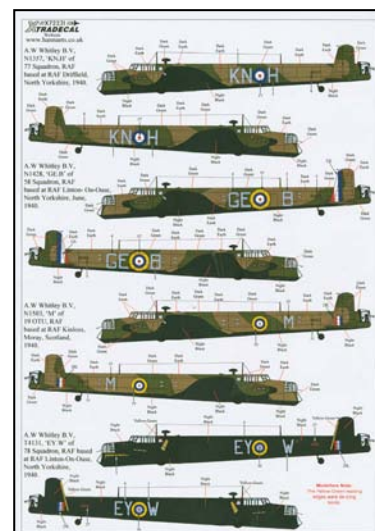
1/72 SCALE

X72 231 A.W. Whitley B Mk V/GR.VII

1. A.W. Whitley B.V, N1357, 'KN.H' of 77 Squadron, RAF based at RAF Driffield, North Yorkshire 1940.
2. A.W. Whitley B.V, N1428, 'GE.B' of 58 Squadron, RAF based at RAF Linton-On-Ouse, North Yorkshire, June 1940.
3. A.W. Whitley B.V, N1503, 'M' of 19 OUT, RAF based at RAF Kinloss, Moray, Scotland 1940.
4. A.W. Whitley B.V, T4131, 'EY.W' of 78 Squadron, RAF based at RAF Linton-On-Ouse, North Yorkshire 1940.
5. A.W. Whitley B.V, BD661, '25' of HGCU, RAF based at RAF Brize Norton, Oxfordshire, August 1942.
6. A.W. Whitley B.V, Z9478, 'RK.B' of 10 OUT, RAF based at Abingdon, Oxfordshire, August 1943.
7. A.W. Whitley B.V, Z6632, 'YG.B' of 302 Squadron, RAF based at RAF Lamavady, County Londonderry, Northern Ireland 1941.
8. A.W. Whitley B.V, GR.VII, Z6968, 'KN.A' of 77 Squadron, RAF based at RAF Chivenor, Devon, late 1941.
9. A.W. Whitley GR.VII, Z9190, 'YG.B' of 502 Squadron, RAF based at RAF St Eval, Cornwall late 1942.
10. A.W. Whitley GR.VII, Z9217m 'MH.F' of 51 Squadron, RAF based at RAF Chivenor, Devon 1942.

X72 234 Douglas C-54 Skymaster Collection

1. Douglas C-54B Skymaster Mk I, EW999/43-17126, '100' of 24 Squadron, RAF, personal transport for Winston Churchill, RAF, based at RAF Northolt, Greater London, UK 1944.
2. Douglas C-54D Skymaster Mk I, KL978/42-72484 of 232 Squadron, RAF, Palam, India 1944.
3. Douglas C-54A Skymaster, 10358, '58', of 31 Escadrille de Servitude, French Aronavale, based at BAN Le Bourget-Dugny, France 1962.
4. Douglas C-54A Skymaster, 10402, '5-T-40/1'



of Aviacion Naval, based at Ushuaia Naval Air Base, Argentina, January 1969.

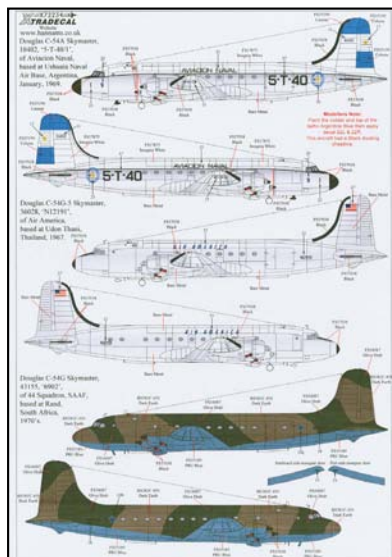
5. Douglas C-54G-5 Skymaster, 36028, 'N12191', of Air America, based at Udorn Thani, Thailand 1967.
6. Douglas C-54G Skymaster, 43155, '6902', of 44 Squadron, SAAF, based at Rand, South Africa 1970's.
7. Douglas C-54G Skymaster, B-1004, '004' of Civil Air Transport, seen at Haneda International Airport, Japan, July 1960.
8. Douglas VC-54 Skymaster, 44-9117, of Washington Air National Guard, seen at Haneda International Airport, Japan, July 1960.

X72 235 Avro Shackleton Pt1 MR.2 & AEW.2

1. Avro Shackleton AEW.2 WL747, '47/8' 'Florence' of 8 Squadron, Royal Air Force, RAF Lossiemouth, 1979.
2. Avro Shackleton MR.2 (Phase 2) WR964, '204/Q' of 204 Squadron, Royal Air Force, RAF Ballykelly, May 1963.
3. Avro Shackleton MR.2 WG554, 'A.A' of 42 Squadron, Royal Air Force, RAF St Eva, 1953.
4. Avro Shackleton MR.2 (Phase 1) SL741, '42/D' of 42 Squadron, Royal Air Force, RAF St Mawgan, September 1960.

X72 237 Avro Shackleton Pt 2 MR.2

1. Avro Shackleton MR.2 (Phase 2) WG557, of Empire Test Pilots School, based at Farnborough, Hampshire, UK, 12 September 1964.
2. Avro Shackleton MR.2 (Phase 3) WR961, 'U' of 204 Squadron Royal Air Force, Majunga detachment, based at Majunga, Madagascar, but based at RAF Ballykelly, Northern Ireland 1971.
3. Avro Shackleton MR.2 WG557, 'T.L' of 220 Squadron, RAF, based at RAF St Eval, Cornwall, UK, September 1955.
4. Avro Shackleton MR.2 WL785, '37/E' of 37 Squadron, RAF, during 'Operation Musketeer', Suez Region 1956.



- 5. Avro Shackleton MR.2C (Phase 2) WL758, '38/V' of 38 Squadron, Royal Air Force, based at Hal Far, Malta 1966.
- 6. Avro Shackleton MR.2 WL738 '204' of 204 Squadron, Royal Air Force, based at RAF Ballykelly, County Londonderry, Northern Ireland 1957.

X72 238 BAC Strikemasters Worldwide

- 1. BAC Strikemaster Mk 83, 'K167/110' of Al-Quwat Al-Jawwiya Al-Kuwaitiya, based in Kuwait 1980's.
- 2. BAC Strikemaster Mk 83, 8 'NZ6364' of 14 Squadron, Royal New Zealand Air Force, based at Ohakea Air Base, New Zealand 1980's.
- 3. BAC Strikemaster Mk 90, '260/T60' of Esc. de combate 2313 'Halcones' Fuerza Aerea Ecuatoriana based at Manta Air Base, Ecuador 1990's.
- 4. BAC Strikemaster Mk 82, '404' of Sultan of Oman Air Force, based at Masirah, Oman 1994.
- 5. BAC Strikemaster Mk 90, '167' of Sudanese Air Force, Sudan 1980's.
- 6. BAC Strikemaster Mk 82, '408/8' of Sultan of Oman Air Force, based at Salalah, Dhofar, Oman 1975.
- 7. BAC Strikemaster Mk 83, 'OJ4/Z2' of Botswana Defence Force, based in Botswana 1990's.
- 8. BAC Strikemaster Mk 89, '244/T44' of Esc. de

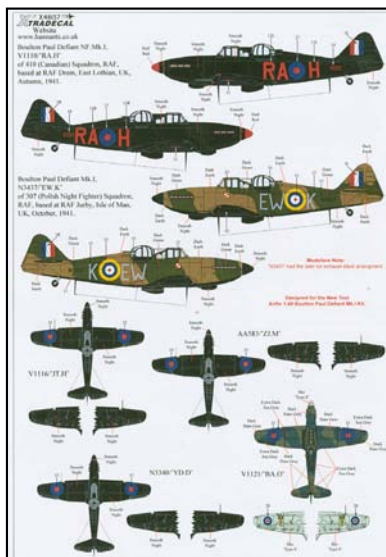
combate 2313 'Halcones' Fuerza Aerea Ecuatoriana, based at Manta Air Base, Ecuador 1980's.

- 9. BAC Strikemaster Mk 80A, '1120' of Royal Saudi Air Force, based at King Faisal Air College, Tabuk, Sauda Arabia 1970's.
- 10. BAC Strikemaster Mk 82, '404' of Sultan of Oman Air Force, based at Muscat, Oman 2001.
- 11. BAC Strikemaster Mk 84, '301/B' of Flying Training School, Singapore Air Force, based at Tengah, Singapore 1972.
- 12. BAC Strikemaster Mk 87, '601' of Kenyan Air Force, based in Kenya 1980's.
- 13. BAC Strikemaster Mk 80B '902/1026' of Royal Saudi Air Force, based at King Faisal Air College, Tabuk, Saudi Arabia 1968.
- 14. BAC Strikemaster Mk 84, '303/D' of Flying Training School, Singapore Air Force, based at Tengah Air Base, Singapore 2001.
- 15. BAC Strikemaster Mk 83, '502' of Flying Training School, South Yemen Air Force, based at South Yemen 1970's.
- 16. BAC Strikemaster Mk 84, '301/B' of Flying Training School, Singapore Air Force, based at Tengah Air Base, Singapore July 1980.
- 17. BAC Strikemaster Mk 83, 'K167/120/461/G-AFVK' of Al-Quwat Al-Jawwiya Al-Kuwaitiya, displayed at the Paris Air Salon, Paris-Le Bourget Airport, France, 5 June 1971.
- 18. BAC Strikemaster Mk 82, '418/8/277/G-BAWF' of Sultan of Oman Air Force, displayed at the Paris Air Salon, Paris-Le Bourget Airport, France, 31 May 1973.

1/48 SCALE

X48 157 Boulton Paul Defiant Mk I/NF Mk II/ASR Mk I

- 1. Boulton Paul Defiant Mk I, V1116/JT.H' of 256 Squadron, RAF, based at RAF Colerne, Wiltshire, UK, February 1941.
- 2. Boulton Paul Defiant Mk I, N3340/YD.D' of 255 Squadron, RAF, based at RAF Kirton-in-Lindsey, Lincolnshire UK, early 1942.



- 3. Boulton Paul Defiant NF Mk II, AA583/'ZJ.M' Flown by Squadron Leader R. C. Haine of 151 Squadron, RAF, based at RAF Wrexham, UK, June 1942.
- 4. Boulton Paul Defiant ASR Mk I, V1121/'BA.O' of 277 Squadron, RAF, based at RAF Stapleford Tawney, Essex, UK, August 1942.
- 5. Boulton Paul Defiant NF Mk I, V1110/'RA.H' of 410 (Canadian) Squadron, RAF, based at RAF Drem, East Lothian, UK, Autumn 1941.
- 6. Boulton Paul Defiant Mk I, N3437/'EW.K' of 307 (Polish Night Fighter) Squadron, RAF, based at RAF Jurby, Isle of Man, UK, October 1941.

CONCLUSION

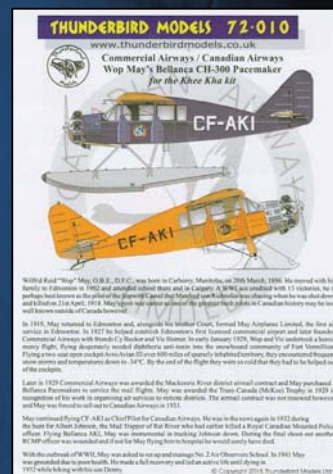
Xtradecal have always picked

interesting options for their sheets and they have continued this with their latest releases. I mean, not many manufacturers would have considered an Air America (the CIA Airline) C-54 or a BAC Strikemaster from Botswana or Singapore.

Thunderbird Models

The latest release from Thunderbird Models supplies two attractive marking for a Bellanca CH-300 Pacemaker, a type that will never be produced by a mainstream manufacturer. But fortunately for those who like Canadian bush aircraft this has not stopped Khee Khaa models from producing a resin kit.

The decals supply full colour instructions with a detailed history of the two airlines covered on the decals. This is a relatively simple sheet that supplies individual registrations and two badges for the cockpit floor, one of which is a very nice representation of the Royal Mail coat of arms.



1/72 SCALE

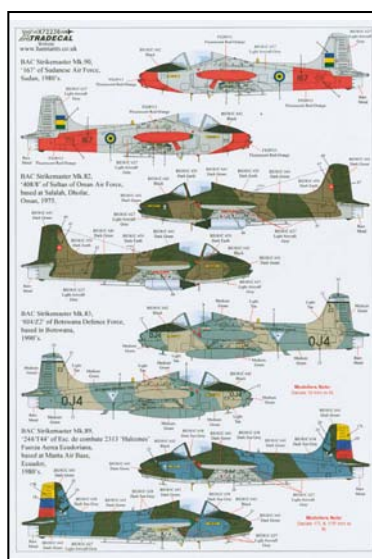
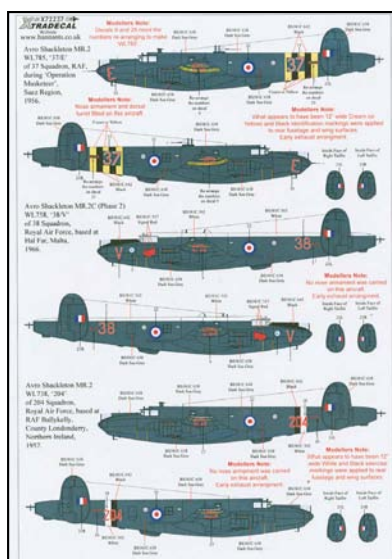
TM-72-010 Commercial and Canadian Airways Bellanca CH-300 Pacemaker

- Bellanca CH-300 Pacemaker CF-AKI Commercial Airways
- Bellanca CH-300 Pacemaker CF-AKI Canadian Airways

CONCLUSION

The 2015 award for most unusual subject to be covered by a decal manufacturer has to go to this sheet as the aircraft itself is not exactly well known, and it is only thanks to a specialist manufacturer like Khee Khaa that we even have a kit of the type.

Our thanks to Thunderbird for supplying the review sample, which can be purchased from their website at www.thunderbirdmodels.com.





Chris Busbridge Decals

Chris Busbridge has supplied me with a sheet that he has produced for the Messerschmitt Bf 109G. Now this is a subject that has been well covered by other manufacturers. What sets his sheet apart is the subject matter which supplies 14 marking options for 109s flown in Regia Aeronautica service during 1943, which cover an amazing range of colour schemes from desert camouflage to heavy mottles in both German and Italian paints.

The instructions are in full colour and are quite comprehensive in the description of the colour schemes.

CB32002 Messerschmitt Bf109's in Regia Aeronautica Service

- 1. Messerschmitt Bf 109G-6/R6/Trop, W.Nr. unknown, 70 Squadriglia, 23 Gruppo, 23 Stormo, Cerveteri, August 1943
- 2. Messerschmitt Bf 109G-6/R6/Trop, W.Nr. 18421, 363 Squadriglia, 150 Gruppo, Sciacca, July 1943
- 3. Messerschmitt Bf 109G-6/R6/Trop, W.Nr. 18023, 153 Squadriglia, 3 Gruppo, Comiso, June 1943
- 4. Messerschmitt Bf 109G-6/R6/Trop, W.Nr. unknown, 150 Gruppo Autonomo, Sciacca, July 1943
- 5. Messerschmitt Bf 109G-6/R6/Trop, W.Nr. 18391, 364 Squadriglia, 150 Gruppo Autonomo, Sciacca, July 1943
- 6. Messerschmitt Bf 109G-6/R6/Trop, W.Nr. 18325, 364 Squadriglia, 150 Gruppo Autonomo, Sciacca, July 1943
- 7. Messerschmitt Bf 109G-6/R6/Trop, W.Nr. 18096, 154 Squadriglia, 3 Gruppo, Comiso, June 1943
- 8. Messerschmitt Bf 109G-6, W.Nr. 18458, 155 Squadriglia, 3 Gruppo Autonomo, Comiso, July 1943
- 9. Messerschmitt Bf 109F-4, 363 Squadriglia, 150 Gruppo, Sciacca, June/July 1943
- 10. Messerschmitt Bf 109F-4, 363 Squadriglia, 150 Gruppo, Sciacca, June/July 1943
- 11. Messerschmitt Bf 109G-6/R6, W.Nr. 19426, 364 Squadriglia, 150 Gruppo Autonomo, Sciacca, June 1943
- 12. Messerschmitt Bf 109G-6/R6, W.Nr. 19566, 365 Squadriglia, 150 Gruppo Autonomo, Sciacca, July 1943
- 13. Messerschmitt Bf 109G-6, W.Nr. 18271, 365 Squadriglia, 150 Gruppo Autonomo, Sciacca, July 1943
- 14. Messerschmitt Bf 109G-2/R6, W.Nr. 10825, 365 Squadriglia, 150 Gruppo Autonomo, Sciacca, July 1943

CONCLUSION

Another very nice sheet that combines one of the most popular aircraft subjects with some markings that I have only seen rarely on the 109 at model shows.

These decals are available from Chris Busbridge at his website superaereo.com and are also being stocked in the United States by Barracuda Studios at www.barracudastudios.com

Our thanks to Chris Busbridge for supplying us with this sheet for review.

Worldwide Aviation Decals

Last month we introduced Worldwide Aviation Decals, an offshoot from the well-respected Flevo range of decals.

I was very impressed with the first batch of subjects and this month's second batch builds on this reputation, not least for their diverse choice of subjects.

In all 3 scales we have the almost compulsory World War 2 Luftwaffe sheet but instead of covering just one type this sheet supplies markings for a Ju 88 and two Bf 109s that operated over the Netherlands. In 1/48 and 1/72 we also get the addition of an He 111, so a mini theme on a sheet, and as this is Part 1 we will have a few more to add to this theme in due course.

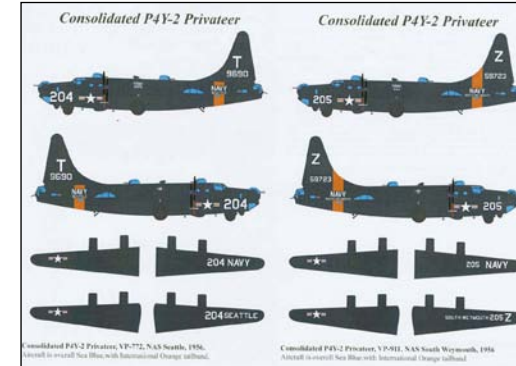
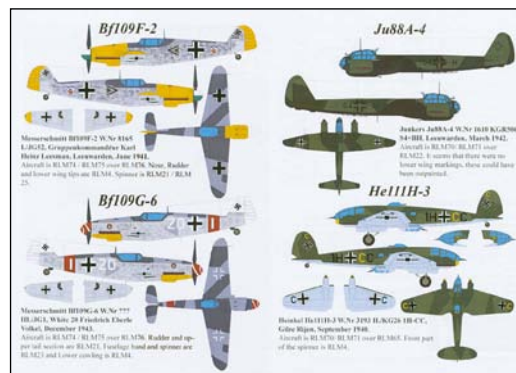
But it is not only the mainstream guaranteed sellers this company caters for, as I would never expect anyone to produce a sheet for US Navy Dakotas. And definitely not one for the Privateer, which may have you searching for the old Matchbox kit or the Revell reissue.

Each sheet is well printed and comes with full colour instructions that include colour matches to Model Master, Xtracolor, Humbrol, and Mr Color acrylic as well as the FS Number. I really appreciate this as the fact is that means most nations around the world can get one of these brands or can find a match using the FS number.

1/72 SCALE

WAD72004 US Navy Dakotas

- 1. Douglas R4D-5 Dakota, 17083, NAS Patuxent.
- 2. Douglas R4D-5 Dakota, 17189, NAS Jacksonville.
- 3. Douglas R4D-5 Dakota, 99189, NAS Glenview



WAD72006 US Navy Privateers Part 1

- 1. Consolidated P4Y-2 Privateer, VP-772, NAS Seattle, 1956
- 2. Consolidated P4Y-2 Privateer, VP-911, NAS South Weymouth, 1956

72007 Luftwaffe over the Netherlands Part 1

- 1. Messerschmitt Bf 109F-2, W.Nr. 8165, 1./JG52, Gruppenkommander Karl Heinz Leesman, Leeuwarden, June 1941.
- 2. Messerschmitt Bf 109G-6, White 20, III./JG1, Friedrich Eberle, Volkel, December 1943
- 3. Junkers Ju 88A-4, W.Nr. 1610, KGR506, S+BH, Leeuwarden March 1942.

1/48 SCALE

48002 Scooters of the Fleet Part 2

- 1. Douglas A-4D-2 Skyhawk, 149336, VA-23, USS Midway, 1962.
- 2. Douglas A-4C Skyhawk, 149551, VA-146, USS Constellation, 1964.
- 3. Douglas A-4E, Skyhawk, 151102, VA-212, USS Bon Homme Richard, 1967.

WAD48001 Scooters of the Fleet Part 1

- 1. Douglas A4D-2 Skyhawk, 142134, VA-22 Det. R, USS



- 2. Douglas A-4C Skyhawk, 147721, VA-112 USS Kitty Hawk 1968.
- 3. Douglas A-4E Skyhawk, 151084, VA-94 USS Bon Homme Richard 1970.

WAD 48004 Luftwaffe over the Netherlands Part 1

As listed above in 1/72 Scale

1/32 SCALE

WAD 32003 Luftwaffe over the Netherlands Part 1

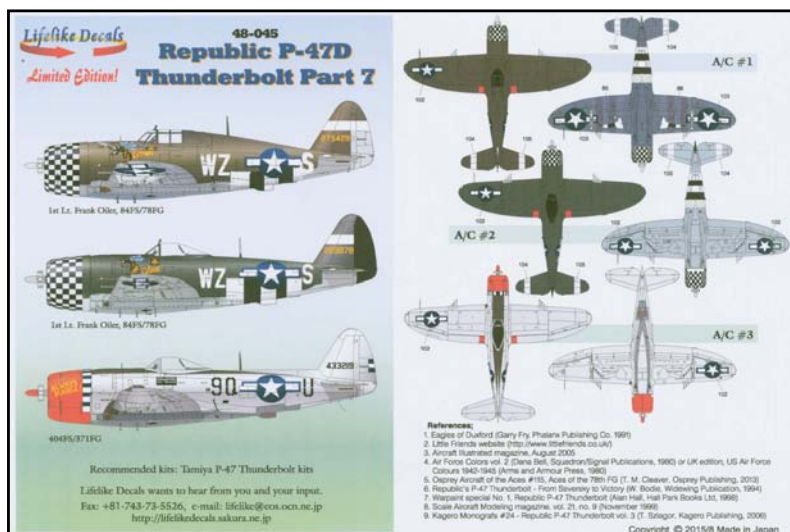
As listed above in 1/72 scale with the exception of the He 111 which is missing due to space limitations of this larger scale.

CONCLUSION

I continue to be impressed by this range and I eagerly await the next batch of releases, especially the second part of the Luftwaffe over the Netherlands sheet.

This range is already available from Hannants in the UK as well as their own site <http://www.wadecals.net> at prices ranging from 9.50 Eu to 13.50 Eu for the 1/32 scale sheet.

Our thanks to Niels Dol from Worldwide Aviation Decals for supplying the review samples.



Lifelike Decals

The latest decals from Japan supply three additions to continuing ranges with parts 7 & 8 of their 1/48 scale P-47 Thunderbolt series, and the third part of their P-51 Mustang series.

All of the marking options have something that makes them stand out, be that colourful unit markings or colourful nose art.

As is normal the instructions are supplied printed in colour on thin card and supply a short history of each type and a full description of each colour scheme.

1/48 SCALE

48-045 Republic P-47D Thunderbolt Part 7

- Republic P-47D, Eileen, 275429, WZ-S, 1st Lt F Oiler, 84 FS/87 FG
- Republic P-47D, Eileen, 229878, WZ-S, 1st Lt F Oiler, 84 FS/87 FG
- Republic P-47D, Always Marge, 433219, 9Q-U, 404FS/371FG.

48-045 Republic P-47D Thunderbolt Part 8

- Republic P-47D, 433416, 4N-A, Maj C Matheson, 394/367FG
- Republic P-47D, Sylvia, 227886, Capt M Grant, 342FS/348FG
- Republic P-47D, 274726, WD-V, Capt C Anderson, 335FS/4FG



48-047 NA P-51 Mustang Part 3

- NA P-51 Mustang, 36819, QP-B, Capt D Beeson, CO 334FS/4FG
- NA P-51 Mustang, Flagship, 412147, Col G Bickell, CO 354FG.
- NA P-51 Mustang, Oklahoma Kid, Black 25, Capt B Fudge, 74FS/23FG.
- NA P-51 Mustang, 414676, CL-I, 3rd Scout Force, 8Th AF

CONCLUSION

These sheets will supply a nice splash of colour to your model shelf with even the plainest option, a P-51 called Oklahoma Kid, in black in natural metal with black nose trim looking very racy.

Our thanks to Lifelike for supplying the review samples, which can be purchased in the UK from both branches of Hannants.



Blackbird Models

The latest two sheets from Blackbird Models include markings for three Supermarine Seafires of different marks and a really nice sheet for Argentinian Avros which covers two Lancasters, one of which is in an unusual two-tone grey scheme like a modern aircraft, and the single Avro Lincoln for which you will need Blackbird's own conversion for the Airfix kit.

Each of these sheets includes full colour instructions and the Avros sheet includes a black and white period photograph of the grey scheme.

1/72 SCALE

BMD72034 Supermarine Seafires

- Supermarine Seafire L.III, NF605, P, 803 Squadron, RCN, 1945.
- Supermarine Seafire IIC, LR647, R, 808 NAS, RNAS Burscough, 1943.
- Supermarine Seafire III, RX547, Y-3A.

BMD72035 Argentine Avros

- Avro Lincoln B.II, B-005.
- Avro Lancaster B.I, B-033, RAF Scheme 1946.
- Avro Lancaster B.I, B-033 Grey Scheme 1965.

CONCLUSION

We thank Blackbird Models for the samples, and if you visit their website at www.blackbirdmodels.co.uk you will find ordering details for both the decals and their range of accessories and full kits, including the Lincoln conversion.



**OUT
NOW!**

THE GRUMMAN F6F HELLCAT

A COMPREHENSIVE GUIDE

MDF 25

By Thomas M Cleaver

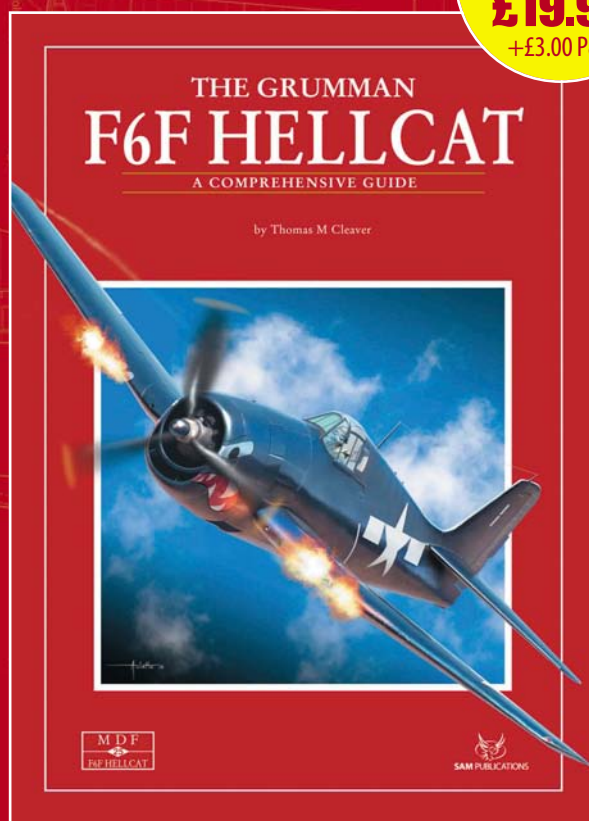
Colour Profiles By Jim Laurier

The Grumman F6F Hellcat was an iconic, American designed carrier-based fighter, originally designed to replace the F4F 'Wildcat' in US Navy service. The Hellcat competed with the faster Vought F4U for use as a carrier based fighter, however, the Corsair had significant issues with carrier landings, which the Hellcat did not, allowing the Hellcat to become the Navy's dominant fighter in the second part of World War II, a position it did not relinquish lightly. The Corsair instead was primarily deployed to great effect in land-based use by the US Marine Corps. Although the F6F resembled the Wildcat in some ways, it was a completely new

design and was powered by a 2,000hp Pratt & Whitney R-2800 engine; the same powerplant used for both the aforementioned Corsair and the USAAF's Republic P-47 Thunderbolt, leading some military observers to tag the Hellcat as the 'Wildcat's big brother'.

The F6F is probably best known for its role as a rugged,

well-designed carrier fighter, which was able, after its combat debut in early 1943, to counter the Mitsubishi A6M, and help secure air superiority in the Pacific Theatre. Such was the quality of the basic simple, straightforward design, that the Hellcat was the least modified fighter of the War and were credited with destroying 5,223 aircraft while in service with the US Navy, US Marine Corps and the Royal Navy's Fleet Air Arm, more than any other Allied naval aircraft. The French Aéronavale was also equipped with F6F-5 Hellcats and used them in Indochina, and the Uruguayan Navy also used them until the early 1960s. The F6F-5 also gained fame as the first aircraft used by the US Navy's 'Blue Angels' flight demonstration team at its formation in 1946. So presented here is one of the US Navy's most powerful and enduring aircraft – the Grumman F6F Hellcat.



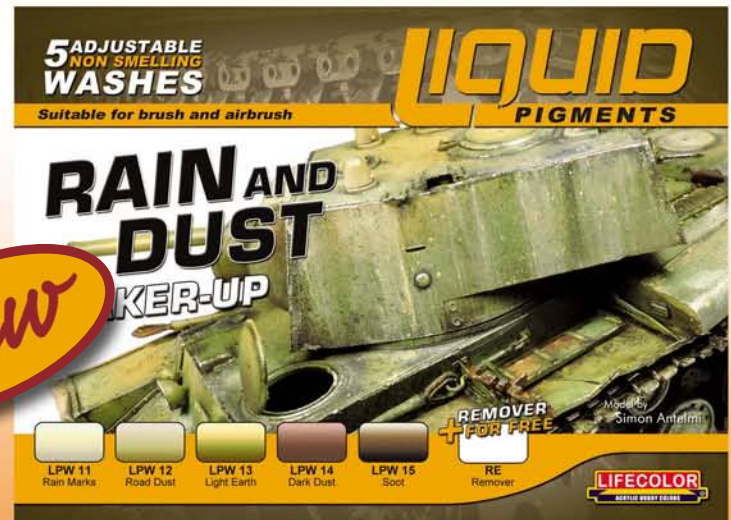
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Some of the molley crew, that is IPMS North Somerset, aboard the good ship "The Naughty Lass" at Scale Model World in 2015

SERIAL WINNERS

IPMS North Somerset, winners of the 2015 SAMI Show Award **by Fred Tooke, Branch Secretary**

A good year for I.P.M.S. North Somerset (a.k.a. North Somerset Modellers' Society), which began life as The International Helicopter Museum branch of the IPMS (UK) in 1994, and has maintained a close association with the Museum ever since. The club has an all-day Sunday meeting at the Museum every month, and in 2015 we finally moved the North Somerset Model Show there for the first time. Moving the venue also necessitated a change of date, as the Museum's display hangar would be far too cold to host a show there in our regular March slot! However, thanks to the efforts of a small team of organisers and all the available members on the day, our gamble paid off, as it resulted in us receiving the SAM Publications 'Show of the Year

Award' for 2015 at Scale Model World in November.

But this was not our only trophy in 2015; we were also awarded the 'Jesse Wright Trophy' for the Best IPMS Branch Display at Scale Model World for our "Pirates" themed display. This was our fourth time of winning – previous to this was "The Modellers' Den" (a 'mock' shed) in 2013, before that it was "We Make Allsorts" in 2010, and our very first win, attributed to "The Red Sparrows", came in 2001.

Well, back when we displayed for the first time at 'The Nationals', at Donnington, in 1994 we were not even aware there was a Best Branch Display award until we were surprise recipients of the silver in 1999 with just our ordinary eclectic mix of subjects and scales on the table. In 2000 we got a bronze with a similar mixed display, and one of our members joked that we needed gold to complete the set.



The completed 'Pirate Ship', ready to set sail, at Scale Model World in 2015



The 'Red Sparrows' undoubtedly helped toward the first gold at Scale Model World in 2001

During 2001, at a show in August, we had two Tamiya 'Flapping Seagull' models on the display, one of which had an R.A.F. camouflage scheme and roundels. This sparked a conversation about a formation of flapping Seagulls and thus the "Red Sparrows" aerobatic team was born, built by a small band of members over a series of monthly Sunday meetings.

Buoyed by this success, we decided to introduce themed displays on alternate years and all members were invited to submit ideas. The only guiding criteria was (and still is) that the theme should offer all members an opportunity to contribute models, regardless of their preferred modelling interests.

We began with "Airfix" in 2003, 2005 saw the movie-related "Screen Test" (which earned us a second silver), followed by "Do Not Feed the Animals" in 2007 and "The Four Elements" in 2009. Although 2010 was not strictly a theme year, one member suggested the "Allsorts" idea at the January meeting. The models, of any subject and scale, would be displayed on 'bases' which



'The Modeller's Den', a mock shed, forms the 2013 display

looked like Liquorice Allsorts. It received unanimous approval and, with a small team beavering away in the following months to make the bases, by November it was a fully-fledged display.

In 2011 we did "Three of a Kind",

which earned us a third silver and then "The Modellers Den" in 2013. This was another outlandish idea from one member – to make our display seem like you were looking into a garden shed, which instantly found favour with the club. A carpenter within the club built the sturdy framework, then other members contributed to the 'set dressing' to create the internal and external appearance of a shed.

For 2015, "Pirates" was suggested and unanimously approved, and plans swiftly drawn up as to how we could convert the 'shed' framework into a 'Pirate Ship'. Again, it was a small band of members who dedicated much of their modelling time to produce all the 'extras' to create the visual effect and

were prepared to dress-up as "Pirates" for two days!

So what is the secret of our success? We don't consider ourselves competitive and we encourage all members to display, regardless of their standard of modelling. We don't take ourselves too seriously and we do like to entertain and even amuse visitors to shows. When given the opportunity, we like to think 'outside the box' when producing models linked to the chosen themes, which makes the viewer think about what the connection is. One of our members recently described us as falling somewhere between a model club and a carnival club these days. Well, if the cap fits, wear it – with pride!



The colourful 'Allsorts' display, winner in 2010



The Helicopter Museum aircraft display hangar – the new home of the North Somerset Model Show



Helicopter Flights were an added attraction at the North Somerset Show in 2015

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Reviews



FA-18C HORNET

Revell's 1/72nd FA-18C Hornet **by Carmel J Attard**

The FA-18 was developed in accordance with a US Navy and Marine Corps requirement as a carrier-borne, twin-engined multi-role combat aircraft. It was the launch aircraft for the first combat use of the AGM-88A Harm anti-radiation missile, which took place in operation 'Prairie Fire' in March 1986. That was the day when Hornets went into direct action for the first time, flying several air strikes against Libyan shore installations. These were harassing the US Sixth Fleet, and in bad weather and at wave top height carrying both Shrike and Harm anti-radar missile the FA-18s launched air strikes against an SA-5 missile site at Sirte, which had been

locking on US aircraft with its radars. All Hornets returned to the carrier without mishap.

Development of the FA-18A led to the FA-18C that was fitted with many new and improved internal systems though hardly different externally. In due course other equipment was fitted and radar absorbent material (RAM) came into use on the aircraft to make its position difficult to detect.

The Hornet is considered to be very reliable and easy to maintain. It has been involved in all major military operations concerning the United States, these including securing air superiority, reconnaissance, airspace surveillance and air-to-ground attack. The FA-18 is also in service with the armed forces of Finland, Kuwait and Switzerland.





FA-18C HORNET

KIT INFO	MANUFACTURER	Revell
	SCALE	1/72
	PRODUCT CODE	04894
	TYPE	Injection Moulded Plastic
	STATUS	New Decals

THE KIT

Revell have already produced the FA-18 kit before as the FA-18C in 1/72 scale, but this is a reboxing of Italeri Kit No 016. And that is also the case with this kit, so any interesting features or shortcomings that applied to that kit are therefore also found in the latest boxing of the Revell FA-18C.

The all-new feature of this boxing is the very comprehensive decal sheet of a bird coming from USS Abraham Lincoln. It is a CAG aircraft with a double nut (00) nose number, which is therefore bound to be a colourful one. It is suggested that the aircraft in this livery was devoid of excessive armament and only two, wingtip mounted, Sidewinder air-to-air missiles were carried externally. All the other armament remaining in the kit in

the form of missiles are marked as not required.

Once you carefully separate the kit parts from their runners the assembly looks straightforward, though some filing and sanding as well as filling was always needed. All the kit parts carry ample of surface detail but it is not overdone. The main drawback with these is that they are raised and mostly will disappear with the sanding process. In this case it is advisable to mask areas



“The kit does supply you with a number of options including the canopy in an open or closed state”

close to seam lines that require filler and subsequent sanding in order to save surface details as far as possible.

Construction starts by first painting the cockpit interior. Detail inside the cockpit itself is lacking. Rather than leaving it bare I added an accurate crew figure from PJ Production and this made it look a lot better. Decals are included for the instrument panel and side consoles. The fuselage consists of a forward section and a rear one. Unfortunately this leaves a gap once joined together and needed filling with Plasto filler followed by smooth sanding, and while you have the filler out some will also be needed at the wing-to-fuselage joint. One thing that is obviously missing and will need adding is the gun port above the nose. At this stage lead weight was added inside the nose cone. One may go a further step and rescribe the panel lines with a scribing tool, particularly the control surfaces, in order to make their lines more prominent. On the positive side the landing gear legs have ample detail with deep wheel wells, which contain an appreciable amount of structural detail on the inside.

The kit does supply you with a number of options including the canopy in an open or closed state, lowered or raised undercarriage, and two options of exhaust pipes are issued. One detail, which is missing from the kit, is the wingtip 'slime light' fence. This is fitted to the top and bottom of the missile wingtip pylon and therefore these were added added to four locations. Each one is made out of a small rectangular piece of plastic card and attached to a forward area of the rail.

PAINTING AND DECALING

The kit was completed in Model Master paint using FS36320 for the upper surfaces and FS36375 for the lower parts. The nose cone tip was light tan and the twin-tail fins and rudders painted black. The kit was now decorated with no less than 90 decals to represent an FA-18C of VFA-151 attached to USS Abraham Lincoln, Lemoore NAS 2007. There are four vents positioned at the rear of the walkways that were opened using a new scalpel blade, and the black walkway decals also required slicing right across where these vents are to make the decal settle down properly.

CONCLUSION

The decal stage was time consuming but in the end a complete FA-18 C was produced that fits in well with my previously built FA-18F and other earlier FA-18As in my combat aircraft collection.

On the whole this is an interesting kit, accurate in outline and though the instructions suggest leaving off most of the armament that comes with the kit, these extra parts can be put to good use on other Navy types.

My thanks to Revell for supplying me with the review sample, which is available from your local hobby store.





YAK-1B Limited Edition

Soviet WWII Fighter 1941 by Don Robson

This aircraft came about from formal specifications issued by the Soviets in 1939. It called for two prototypes to design I-26. The Yakovlev design bureau built two aircraft, I-26-1 and I-26-2. The first prototype made its first flight in January 1940 and suffered from oil overheating problems, which were never fully resolved. This aircraft eventually crashed killing its test pilot. The second prototype I-26-2 also suffered from overheating problems. Improvements were incorporated into a third aircraft which was tested in April 1940. Despite all the problems the Soviet officials ordered the production of the aircraft which was manufactured under the designation Yak-1. The subvariant that was unofficially designated Yak-1b had a new bubble canopy

with a cut down rear fuselage, increased armour, better engine and weaponry. The first flight of this aircraft took place in June 1942, production starting in August. Over 4,000 of this aircraft were built. The importance of this type in World War II is often underestimated. Soviet naming conventions obscure the fact that the Yak-1 and its successors — the Yak-7, Yak-9 and Yak-3 — are essentially the same design, comparable to the numerous Spitfire or Bf 109 variants. If the Yaks were considered as one type, the 37,000 built would make it the most manufactured fighter in history.

THE KIT

The kit came in the usual sturdy Eduard top opening box. Inside were

four sprues of light grey plastic, two of clear parts, a large fret of etched parts and a small sheet of masks, all protected in plastic bags. There was also a sheet of decals and of course a booklet containing the instructions. This is Eduard's second release of this kit which was originally released in the 1990s by Accurate Miniatures and is a limited edition. Decals are included for seven colourful versions. Four have white unit numbers, two have red numbers and one has special markings.

Assembly starts as usual with the cockpit and you will need a tool to handle small etched parts as this cockpit has lots of them. The basis of the cockpit is the floor which also has the coolant radiator moulded into it. The tubular sidewalls are attached to the floor assembly. The pilot's seat is built, including belts, as a separate assembly. The instrument panel and side consoles are one piece of etch to which is added

various switches and other detail. These two assemblies are trapped between the tubular sidewalls. With this completed it's time to join the fuselage sides and top deck together. The cockpit sub-assembly slips into place through the wing opening. The wings are next and the main spar fits to the lower wing and boxes in the wheel well. Now was the time to decide on which load would be carried under the wings; the choice is between drop tanks and rockets. I chose the latter and drilled the twelve holes to take them in the lower wing. The upper wing halves



YAK-1B LIMITED EDITION	
MANUFACTURER	Eduard
SCALE	1/48
PRODUCT CODE	
PANEL LINES	Recessed
NO OF PARTS	Plastic 90, Clear 14, Colour photo-etched fret, Masks.
TYPE	Injection Moulded
STATUS	Limited Edition
DECAL OPTIONS	7

could now be attached to complete the wing assembly. This I placed onto the fuselage very carefully because the brass intake grill also has to be squeezed into position and it proved to be a tight fit.

The etched flaps were now fitted to front and rear coolers and then I could start on the undercarriage. Here you have a choice of tyres, flat or weighted with a slight bulge. Once completed and painted the wheels are sandwiched between the undercarriage legs and the doors, and do not forget to add the etched links.

Once completed the two outer U/C doors are fitted first to the model then the legs and hydraulic links are fitted into their recesses and also cemented





“ This kit would be suitable for most modellers with patience and skill, those that like super detailing would love it. ”

to the outer doors. I was surprised that this made a strong assembly as on first view it was not apparent how the legs would be supported. Now before attaching any more parts it was time to get the paint out.

PAINTING AND DECALING

As I mentioned earlier there are seven schemes in this kit:

- White 5, 427 IAP, black and green camo with a red nose as flown by Capt. Pavel Chuvilev, 1943
- Special markings, 2 GIAP, blue with jagged white arrow as flown by Vladimir P. Pokrovskij, 1944/45
- Red 1, 9 GIAP, black and green camo as flown by Alexei B. Aleyukhin, 1943
- White 24, GC 3 Normandie, black and green camo as flown by Roland de la Poype, 1943
- White 41, 267 IAP, 'Free Donbass' light and dark grey, white edge to red stars.
- White 42, 910 IAP, Black and grey camo as flown by Nikolai A. Kozlov, 1943
- Red 12, 897 IAP/288 IAD, white winter camo as flown by Pavel P. Karavaj, 1942/43

All undersides for the above were light blue.

After choosing Alexi Aleyukhin's Red One I gave the model a coat of Klear floor polish then applied the decals with no issues.



FINAL STAGES

The rocket rails were fitted next after first attaching the rocket tails. I also now fitted all the other small items: exhausts, pitot head, tail wheel, landing light cover, radio aerial and gunsight. That just left the canopy parts to be fitted. After first masking with the supplied masks, they were painted and fitted. To finish off I attached an aerial wire made from stretched sprue.

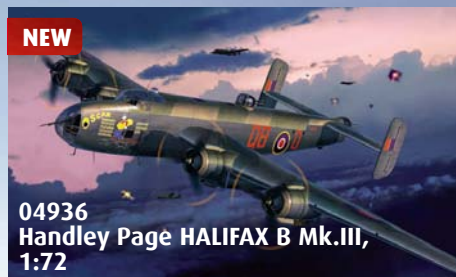
CONCLUSION

This kit has been around in various versions for quite a while so anyone with an interest in the subject will be familiar with it. With this being a limited-edition kit there are no overtrees available from Eduard (Overtrees are where Eduard sell just the plastic parts of a kit direct from the Eduard website: Ed).

So the unused decals will have to go into storage for use on the inevitable future release. This kit would be suitable for most modellers with patience and skill, those that like super detailing would love it. I really enjoyed making this kit and want to thank Eduard for supplying it for me to review.

Hand picked for 2016

NEW



04936
Handley Page HALIFAX B Mk.III,
1:72

NEW TOOL



04921
BAe Hawk T1 Red Arrows,
1:72

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07026/07027
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FOLLAND GNAT T MK 1

By Carmel J Attard

A Ministry of Supply design study contract was awarded in the autumn of 1956 and in August 1957 an order for a batch of 14 pre-production Folland Gnat T Mk 1 aircraft was awarded, the first of these flying on 31st August 1959. It became clear however that no production orders would be placed while Folland remained outside the major manufacturing groupings, which the government favoured, and Folland therefore merged into Hawker Siddeley Aviation.

Contracts for 30, 20, and 41 aircraft were awarded in February 1960, July 1961 and March 1962 respectively. The last production Gnat T Mk 1 flew on 9th April 1965 and was delivered to the RAF on 14th May, in the all-red scheme of the Red Arrows.

The Central Flying School at Little Rissington first introduced the type in 1962 but the major operator was No 4 Flying Training School at Valley, UK. This took its first aircraft on strength in November 1962. The T.1 progressively replaced the



Vampire T.11 as the RAF advanced trainer. The Gnat T.1 became the RAF's advanced trainer for pilots who had received their initial training on the Jet Provost T.3 and T.4 basic trainers. Pilots would normally receive 70 hours, 30 of which were solo on the T.1 before being transferred on to the Operational Training Units where they received instructions on a type they would engage upon joining a squadron.

In 1964 the RAF introduced the

Gnat to their formation aerobatic scene, operating five all-yellow Gnats in a team known as Yellow Jacks. The team re-formed as the Red Arrows in 1965 under the control of the Central Flying School. Its Gnats finally withdrew at the end of the 1979 display season, to be replaced in 1980 by the British Aerospace Hawk T Mk 1.

The Gnat T.1 was larger than the single-seat fighter having a wingspan of 24' and a length of 31' 9". It had



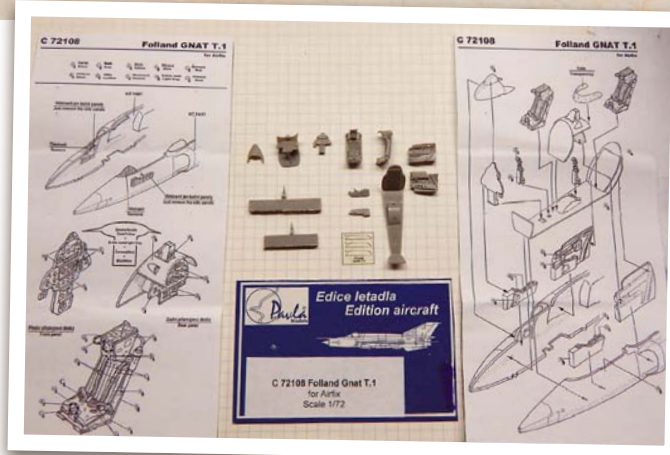



1:72 FOLLAND GNAT T.1

FOLLAND GNAT T MK 1	
MANUFACTURER	Airfix
SCALE	1/72
PRODUCT CODE	A01006
TYPE	Injection moulded
STATUS	New Tool
DECAL OPTIONS	1

lightweight ejection seats for both pupil and instructor. It had a one-piece jettisonable canopy and the aircraft was powered by an Orpheus BO.4 engine rated at 4,230 lb st to give a top speed of Mach 0.95.

In service with the RAF the Gnat T Mk 1 was the advanced flying trainer. It proved to be fast and manoeuvrable. Its small cockpit dimensions meant that the taller students could not be trained on the aircraft and on these occasions the Hawker Hunter T Mk 7 with its



“The completed models look little gems and look nice sitting next to my two OOB Gnats in Red Arrows Livery”

side-by-side seating was utilized. Other users of the Gnat included the Indian Air Force, who took the Gnat into combat, finding it to be an excellent dogfighter as well as useful ground attack machine.

THE KIT

Both Airfix and Matchbox have issued the Gnat T.1 before in the scale of 1/72. This is not the 1974 issue but a completely 'new tooling' kit release. It contains many more parts than the original 34 issued earlier, incorporating a well detailed cockpit office comprising crew seats, floor with back plate, embossed side instruments, panels, control columns

and two crew figures. The separate air intakes also have a side, which forms part of the cockpit containing details. Released in light grey plastic it also has lots of other much improved detail to the undercarriage area and legs, additional wing tanks, and lots of detail externally. On top of all this there is a super detailed decal sheet of very good quality for an RAF training Gnat finished in metal and day-glow orange. There is no flash on the parts which fit extremely well.

The decals cater for one Gnat XP530 of the Central Flying School based at Little Rissington, Gloucestershire, UK 1964.

In line with the release of the kit, Pavla Models released a resin detail set specifically for the 'new tooling' Airfix kit. This consist of a complete cockpit detail set and I was amazed that even though the Airfix interior was well detailed, yet Pavla went a further step by providing super detailed ejection seats complete with seat belts, ejection handles, embossed instrument panels and other side control panels intended to take place of the Airfix offering. There is also a transparent windshield that fits on the mid instrument panel, and detailed control columns.

As a comparison a second Gnat T.1 was assembled out of the box, but I chose to add a stronger set of undercarriage legs, Set (72104) provided by Scale Aircraft Conversions of Dallas, Texas. These are a direct replacement for the kit parts but a far stronger undercarriage.

CONSTRUCTION

After removing the fuselage halves from runners, Pavla Set 72-108 was prepared by carefully removing the pour stubs from each item. Areas marked shaded

in the Pavla instruction sheets were carefully removed from the kit's plastic parts. These include the moulded side panels along with the front coaming. The components were painted to Pavla instructions, and before closing up the fuselage a quantity of lead weight was added to the nose space to prevent the model from tail sitting. The rest of the assembly went together really smoothly, so I do not have any other comment to make.

COLOUR AND MARKINGS

A four-view colour drawing clearly indicates areas that are metal finish and other areas with dayglo high visibility trainer paint. Another four-view as part of the kit instructions indicates the exact place where all the markings and stencil detail items were positioned on the aircraft. I have used commercial silver mixed with 10% lacquer to the metal finished areas and Revell SM332 for the dayglo red/orange.

My second Gnat kit was finished in a different, more recent trainer livery of bright red and white with light grey under the wings. I used mostly the kit decals, modifying the serial to read XP511 and adding the tail squadron crest, from ModelDecal set No 86, which was also carried by the Hawks that were to replace the Gnats.

CONCLUSION

The completed models look little gems and look nice sitting next to my two OOB Gnats in Red Arrows Livery made from the original Airfix Gnat kit.

Our thanks to Airfix for supplying the review sample.



REVIEW special!



Bf 109G-6AS "Special Markings"

AZ Model's 1/72nd scale **by Patrick Mizgala**

The AS variant of the 109 was designed as a high altitude fighter, and this AZ Model 109 features the AS in 3 options. The option shown on the box art (Option 2) was flown by Friedrich-Karl Miller, who made his reputation as a capable night fighter. The first thing that struck me when I opened the box was the fantastic instructions. They are very clear, easy to read, feature a parts diagram, and everything is in color. This was very helpful, especially the areas detailing the cockpit.

CONSTRUCTION

The cockpit has good detail and fits together quite well, with the exception of Part 34. I'm not sure how this piece fits in properly, so I shaved the sides down and made it fit into place. The kit also provides the options of decals

for the seat belts. Normally I don't use decal seat belts, but the silver they used for the metal harnesses buckles really adds to the look of realism in this small scale. I painted the interior Tamiya XF-24 Dark Grey followed by a black wash to highlight the details. Another nice decal is also used for the control panel instruments. At this point I did find an issue with the cockpit, as Parts 1&2 are too thick and will prevent the fuselage halves closing. I would recommend that these parts should be sanded down beforehand so as not to damage any already finished details. After the two pieces were carefully sanded the fuselage fitted together quite nicely.

Another oversized piece is the top of the cowl, part 79 which is too big on the sides. Again filler is required and some sanding to make good, this part required the most attention of any area on my model.

I now attached the wings, I found that the one-piece bottom fitted into

place perfectly, but the two top pieces required some filler to bridge the gap. While I had the filler out I tidied up the rest of the model and then spent more time getting it all nice and smooth. I now I masked off the canopy and installed the headrest. My original

intention was to build option #2, Miller's 109. But upon further research I learned that Miller did not have a headrest to his 109, and there are a few pictures on the web to confirm this. As I had already installed the headrest Part C2 (I forgot to say that the side pegs





need to be sanded down on this part to fit correctly) and the unit looks great inside the canopy, I had to pick another option.

PAINTING AND DECALING

As I mentioned, my initial idea was to build Miller's example but in the end I went with option #1, an all-black 109. I painted the model Tamiya XF-69 Nato Black.

I really like this color because it's more of a subtle shade of a black than true black. It also produces a nice weathered look, and at certain angles a greyish tint is visible.

I then applied a gloss coat and began the process of decaling the model. The decals, to my delight, were excellent. However they weren't without their snags. They are very clear and in good register, and even come with Swastikas, however these have been cut into 2 halves. They react very quickly to water. Honestly, 3 seconds submerged and they were ready for the model. Be careful, as they like to stick to themselves if you are not careful. When this happens don't panic, just add more water to the decals and you should be able to move them apart.

The white Balkenkreuz decals were disappointing in the end as they are also a bit transparent. This might sound silly, but another downside for me is that the decal images on the sheets are too close together. This made it hard to properly cut out each stencil without damaging its neighbor. I really enjoyed the decaling process on

on this build, and when I was finished they were a delight to see on the model. My only wish is that AZ Model had provided the white bands for the spinner, I found mine from my spares box rather than attempting to paint these by hand. Finally I made a light grey wash out of enamel paints and applied it to the panel lines. This brought out more definition than just the black paint. Next came the finishing touches. I assembled the landing gear and ran into problems with the gear covers (Parts 62 & 63) - they are a strange enigma. They fit and at the same time they don't. I'm not sure if

I got them on properly, but after 15 minutes of fiddling with them I was just glad they were on, and I'm leaving it at that. I attached the final pieces, pitot tube, antennas, etc, and gave the model a flat coat to finish.

CONCLUSION

Though the model did cause me some grief, I'm really happy with

the final result. It's a great looking 109, and in 1/72nd scale has a lot of nice details to it. The color options are especially nice, and I think that any modeler wishing to add to their 109 collection would find this to be a great kit.

My thanks to AZ Model for supplying me with the review sample.



“ I'm really happy with the final result. It's a great looking 109, and in 1/72nd scale has a lot of nice details to it. ”

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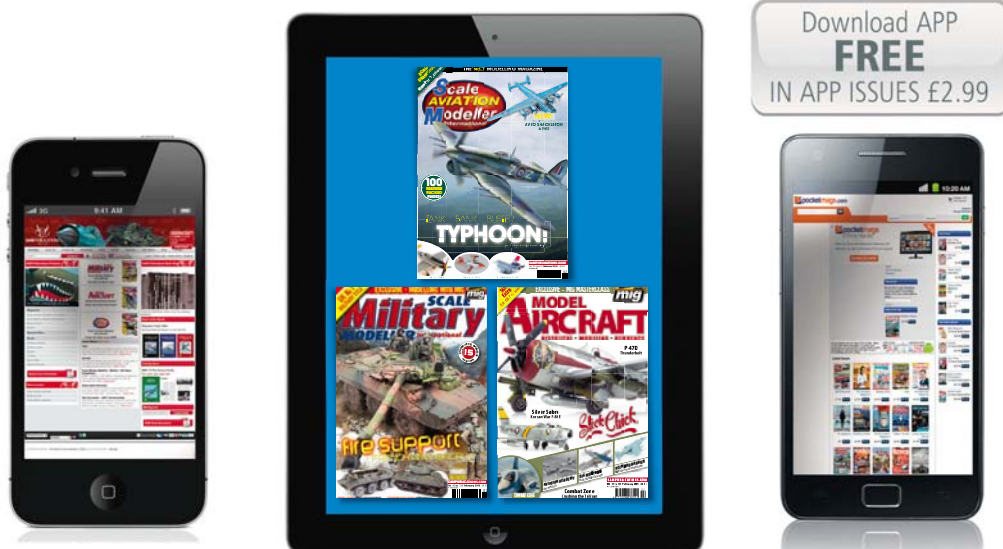
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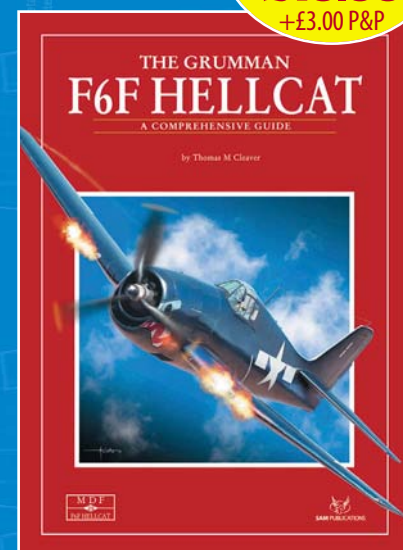
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Test Shot Time



Avro Shackleton

A look at the new 1/72nd Shackleton from Revell **by Alec Smith**

The Avro Shackleton is an aircraft fondly remembered those who either served with, it or saw them at air displays. Being one of, if not the last multi piston-engined aircraft in frontline military service around the world, for many who saw it in the twilight of years of RAF service, it brought an air of nostalgia akin to steam power on the railways. The version that saw out the latter years of RAF service was the Shackleton AEW2, and these venerable airframes finished their 'temporary stop gap' role - after filling it

for almost twenty-years - in 1991, succeeded by the Boeing E-3 Sentry. I was fortunate enough to see several of the last half dozen 'Shacks' at a few airshows in the late 1980s and early 1990s, and two things have stuck with me. Firstly, Shackleton's it seemed always brought their own weather with them, and it was often bad, and secondly was a comment in an interview with the last seasons display pilot who, when summing the display up, and how to grab the crowd's attention without speed and noise said "We fly to crowd centre at about 10000ft,

shut the throttles and push the nose over....."

Models of the Shackleton have been around, but for almost fifty years the only options in 1/72 were either the old Frog MR3 kit in various manufacturers boxes, or a vacform series that covered all of the marks (Execuform if I recall correct, but could not find mine to check). Aeroclub offered a multimedia conversion for the Frog tooling to allow a MR2/AEW2 to be built with a fair amount of work, but both that, and the base kit have long been out of production. Things however, changed quite dramatically - and for the better - with announcements made at





“ By the time these words appear in print, the kit itself will be about to hit the shelves, and Revell kindly made available a final production test shot for this build ”



AEW2



Revell Avro Shackleton AEW2 1:72	
KIT INFO	MANUFACTURER Revell
	SCALE 1/72
	KIT NUMBER 04920
	TYPE Plastic injection moulded

Scale Model World 2014 of not one, but two brand new Avro Shackleton kits from two different manufacturers.

Here we have a build of the second kit to be issued, the Revell Shackleton AEW2. By the time these words appear in print, the kit itself will be about to hit the shelves, and Revell kindly made available a final production test shot for this build. This means that the layout of parts had been finalised, and the moulds run as per the models that will be boxed up, but with the moulding produced using a slightly lower grade of plastic. This means that I would have some slight 'issues' that will not be found on the retail release, mainly due to the test shot plastic being slightly more brittle, and causing parts to not always separate cleanly from the sprue. The other items included were final production decals, and a PDF of the instructions, which are of the 'much easier to read and use' type.

Upon pulling all of the bits out of the packing box and inspecting them, it was immediately apparent that the tooling was taking a subtly different path to many recent Revell kits. This being that it is not so over detailed and complicated as to provide a fiddly and awkward build. That does not mean it is not a well-detailed model, for it has plenty for the scale, and



However do not be fooled into thinking that by being overall Grey it is dull! With all of the walkway and warning markings, full colour roundels, and full Royal Air Force titles plus 'fighter bars', unit crest and Red/White serials they are in fact quite colourful!

The decals are very comprehensive and offer two AEW2 options at different stages in the types' service life. This basically means different walkway and warning markings. The early era option is that of WL756 aka 'Mr Rusty', and the later WL795 aka 'Rosalie' (Not Mr Zebedee as on the decal sheet, so just do not put the artwork on, everything else is correct) which is still extant

does not have six parts when one will suffice! It was also obvious, due to the breakdown of certain pieces that other versions are planned, and I am certain they will have as much, if not greater appeal. For a model as large as this assembly was remarkably easy and straightforward, and allowing for a festive and surgery enforced gap, the whole start to finish was just a month.

The only area I found that did not align correctly was the separate nose section, which ended up with a small step, which I think this was mainly due to the test plastic not being flexible enough. It is however, a joint/panel line on the real thing and anyone who has seen a 'Shack' up close knows 'smooth they are not!' Items such as the flaps fitted in the open position very nicely, and the props built up very well and without hitches, they only became un-rotatable once painted annoyingly! The fit of the wings was an absolute delight, as was the entire tail unit. A fair amount of thought has gone into making the whole assembly much straightforward, by being easier and more modular, allowing for many sections to be assembled simultaneously, a definite improvement by Revell!

As this edition is only of the Shackleton AEW2 there is only one colour scheme available, that being overall Dark Sea Grey. Only the details changed over their service life, for example warning and walkway markings. Revell surprisingly do not cover Dark Sea Grey in their paint range and would have you mix it from other colours (or like me use a different brand!).

“ As this edition is only of the Shackleton AEW2 there is only one colour scheme available ”



at St Mawgan in Cornwall. I went with 'Mr Rusty' for personal reasons. The decals were in excellent register and an absolute delight to use, (just remember to add the two pitot's 'after' the decals, or you might find you mislay them when you remove them in a hurry.....) All of the small warning stencils are supplied, so do allow plenty of time for the decaling and enjoy the result.

SAM Publications would like to thank Revell for the test shot, and Revell kits are available from model shops worldwide and at www.revell.de/en



HAWKER TYPHOON IB JP865 JX-O 1 SQUADRON

- JX-O was flown by John F. D. "Tim" Elkington when the squadron was based at RAF Acklington, having previously been shot down in Hurricane P3137 (also JX-O). Following a posting to Russia he returned to 1 Sqn to fly the Typhoon during August 1942. Aircraft is painted in Dark Green and Ocean Grey with Medium Sea Grey underside. Spinner, letters and fuselage band are Sky Blue.



HAWKER TYPHOON IB DN411 56 SQUADRON

- In an effort to avoid confusion with the FW-190 a number of recognition schemes were trialled including painting the entire nose section white, a few aircraft including DN411 wore this during November 1942. H



HAWKER TYPHOON IB R7658 US-A 56 SQUADRON

- R7658 has a later identification scheme, due to the White nose being too visible to enemy aircraft identification stripes were worn from 5th December 1942 until 7th February 1944, they were similar to the later invasion stripes. R7658 was flown by Sqn Ldr H. S. L. "Cockie" Dundas.



HAWKER TYPHOON IB DN473 OV-E 179 SQUADRON

- DN473 was flown by Plt Off Jean Parisse who had served with the Belgian Air Force's 4cme Escadrille, to reflect this the aircraft wears a white horse reminiscent of escadrille BR 11 "Cocotte" of the French Air Force.



HAWKER TYPHOON IB JP513 EL-F 181 SQUADRON

- Wearing a typical Typhoon scheme JP513 ended up in a ditch at New Romsey on 4th August 1943, with minimal damage it returned to flight. On 25th October 1943 the aircraft flown by Sqn Ldr Frank W. M. Jensen took off for a power station in Caen but was hit by flak and forced to land.



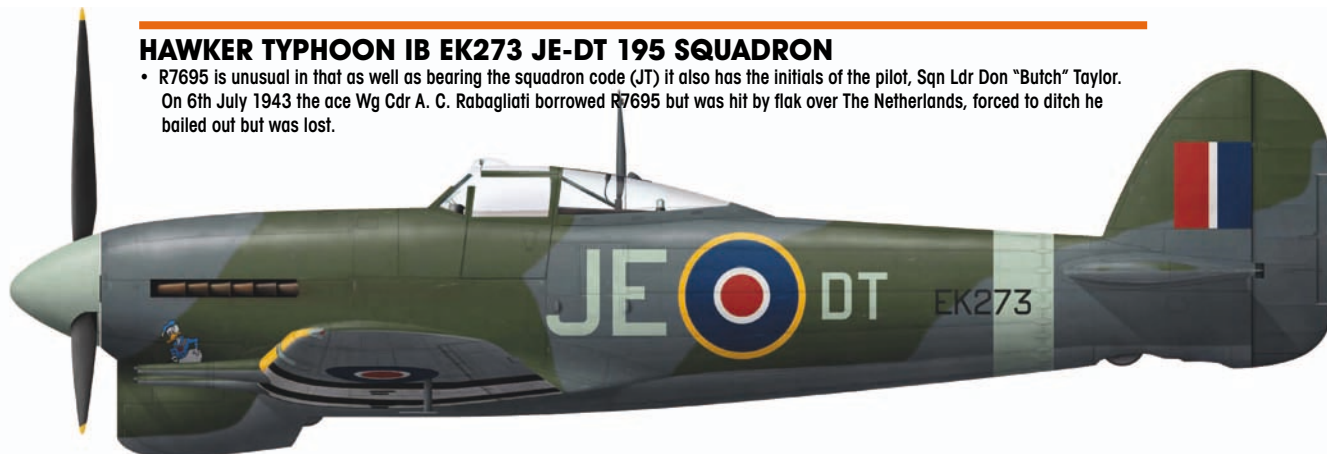
HAWKER TYPHOON IB MN851 BR-H 184 SQUADRON

- Following D-Day 184 Sqn was based in Normandy, supporting the 21st Army Group. By the time the squadron was at Camilly the invasion stripes had been removed from the upper fuselage of MN851.



HAWKER TYPHOON IB EK273 JE-DT 195 SQUADRON

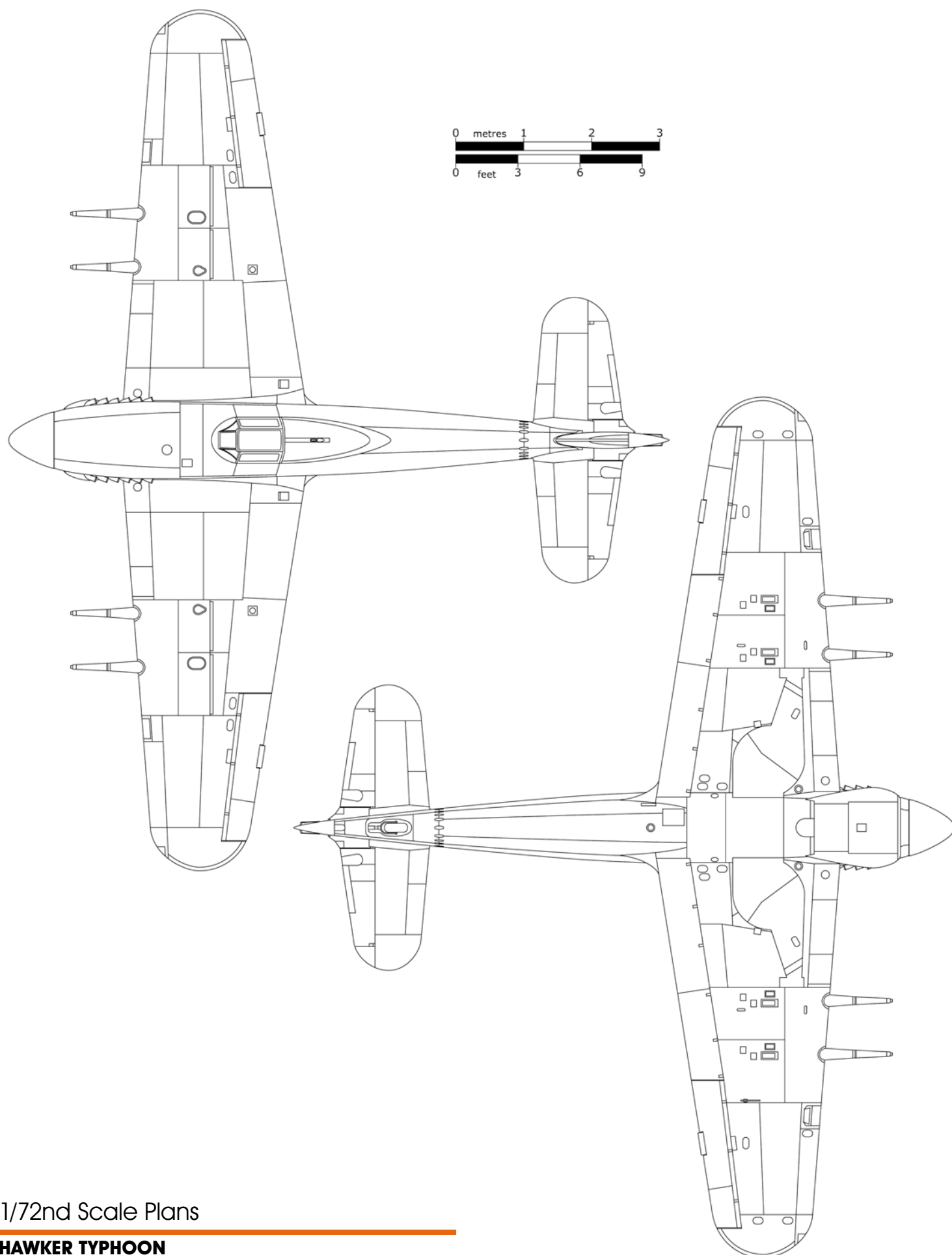
- R7695 is unusual in that as well as bearing the squadron code (JT) it also has the initials of the pilot, Sqn Ldr Don "Butch" Taylor. On 6th July 1943 the ace Wg Cdr A. C. Rabagliati borrowed R7695 but was hit by flak over The Netherlands, forced to ditch he bailed out but was lost.



HAWKER TYPHOON IB MN293 TP-D 198 SQUADRON

- 198 Sqn were heavily involved in action on D-Day including an attack on the Caen-Falaise road where 8 Typhoons including MN293 flown by Flt Sgt J. S. Fraiser-Petherbridge and led by Wg Cdr R. E. P. Brooker. The aircraft flew from Thorney Island and even on the day the temporary invasion stripes were beginning to show signs of wear.

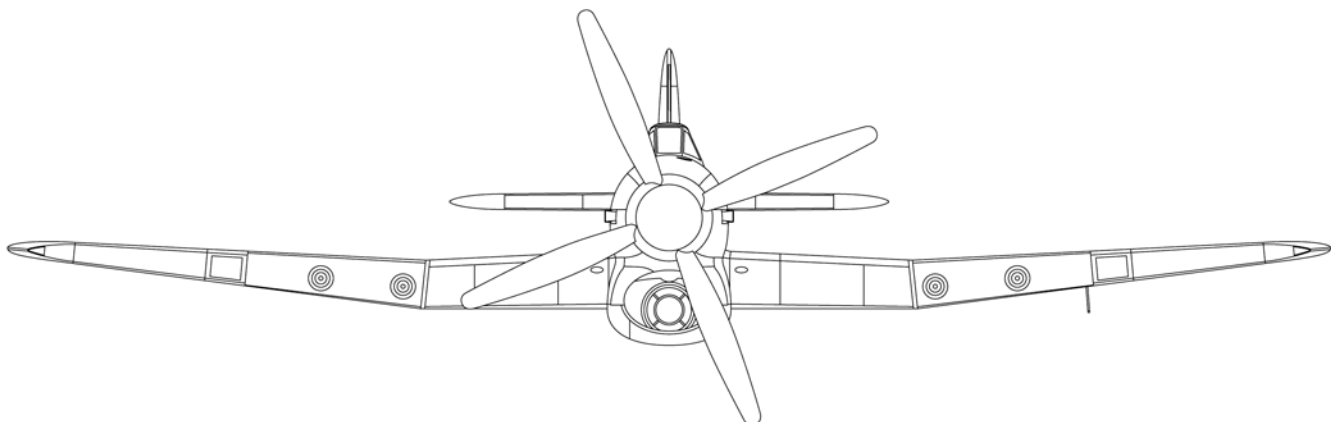
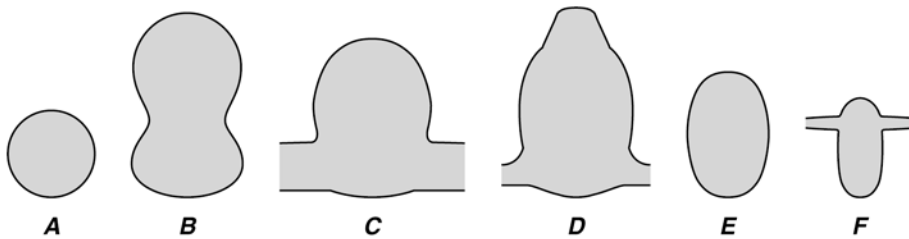
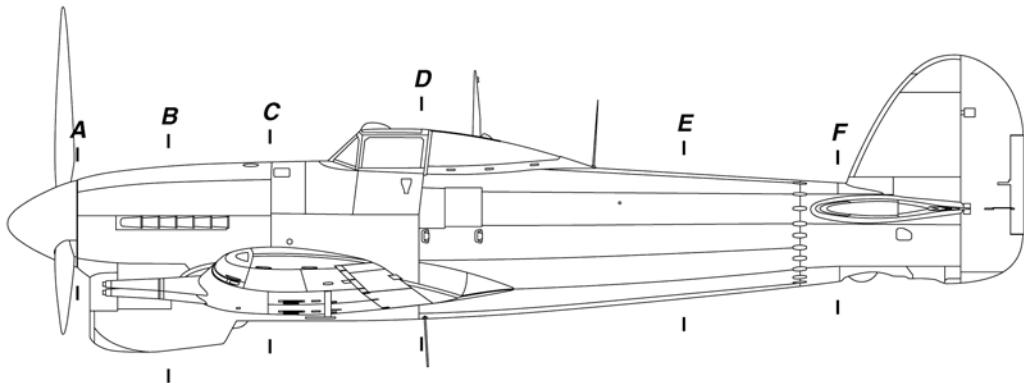
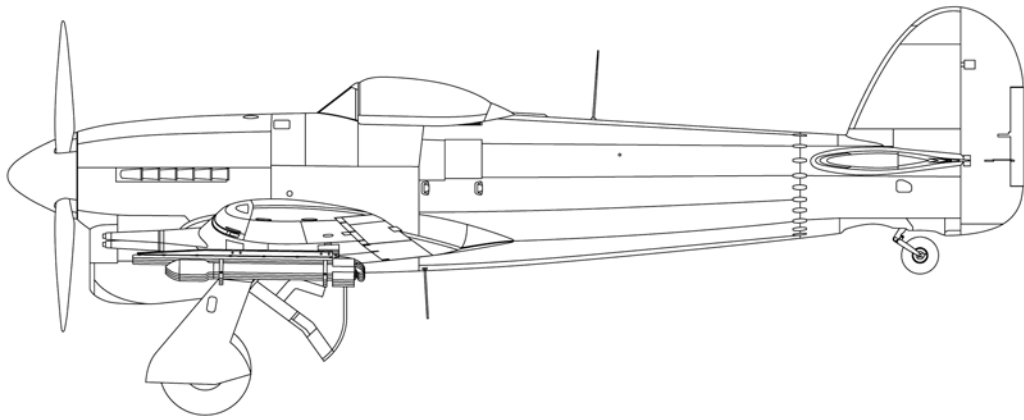




1/72nd Scale Plans

HAWKER TYPHOON

• Scale Drawings by Chris Sandham-Bailey/Inkworm www.inkworm.co.uk



HAWKER TYPHOON IB R7695 ZH-Z 226 SQUADRON

- When it first converted to the Typhoon the squadron letters were UO but this was soon changed to ZH. Being the second squadron to convert to the Typhoon it initially had the Type A roundel which was replaced with a smaller Type 'C'.



HAWKER TYPHOON IB MP197 MR-U 245 SQUADRON

- Probably the only Typhoon to wear a sharkmouth MP197 also had MP197 also had a Blue spinner and checks replacing the Sky Blue band on the rear fuselage. It was delivered to the Squadron in August 1944, flown by Flt Lt H. T. "Moose" Mossip RCAF until KIA it was then flown by Sqn Ldr Zweigberk.



HAWKER TYPHOON IB MN316 ZY-B 247 SQUADRON

- Unlike some other Typhoon squadrons which obscured all markings apart from the roundel with the invasion stripes 247 Sqn retained the full code, though the serial was obscured. Flt Lt G. C. Robinson's aircraft but on 10th June 1944 it was flown by Flt Sgt J. A. A. Meechan.



HAWKER TYPHOON IB RB407 F3-T 438 SQUADRON RCAF

- By the time it was photographed in February 1945 at Eindhoven, The Netherlands the Sky band and any form of stripes appear to have been removed. Only squadron codes, serial and the national markings remain.



HAWKER TYPHOON IB RB389 I8-P 440 SQUADRON RCAF

- Several Typhoons coded I8-P were known as "Pulverizer" including Pulverizer II MP149, Pulverizer III RB342 and Pulverizer IV RB389 which wore the legend in the closing months of the war. RB389 completed 96 missions by the end of the war but was scrapped following the war.



HAWKER TYPHOON IB DN323 Y 451 SQUADRON RAAF

- One of three Typhoons (R8891 & EJ906 being the others) that were sent to 451 Sqn in the Middle East for operational trials. Before the evaluation was completed the squadron converted to Spitfires. Painted in Mid Stone and Dark Earth with Azure Blue undersides.



HAWKER TYPHOON IB JP853 SA-K 486 SQUADRON RNZAF

- Based at RAF Tangmere between October 1942 and January 1944 486 Sqn was involved in extensive action over France. On 27th October 1943 JP853 undertook an aerial photographic sortie and is well documented.



HAWKER TYPHOON IB R7752 PR-G 609 SQUADRON

- Wearing an unusual scheme with a Yellow spinner, lower intake and cannons. Delivered to the squadron in June 1942 it was used by the CO Sqn Ldr Roland Beamont. On 1st June 1943 the aircraft was written off following a crash landing at RAF Manston when flown by then squadron CO, Sqn Ldr A. Ingle, it received damage from flak at Vissingen.



HAWKER TYPHOON IB MN570 B 123 WING

- MN570 displays the individual code letter of Wg Cdr R. E. Peter Brooker, OC 123 Wing. It also has a very distinctive spinner in Red with a Yellow stripe. Invasion stripes over entire fuselage and wings. Brooker was shot down and killed whilst leading 122 Wing on 16th April 1945.



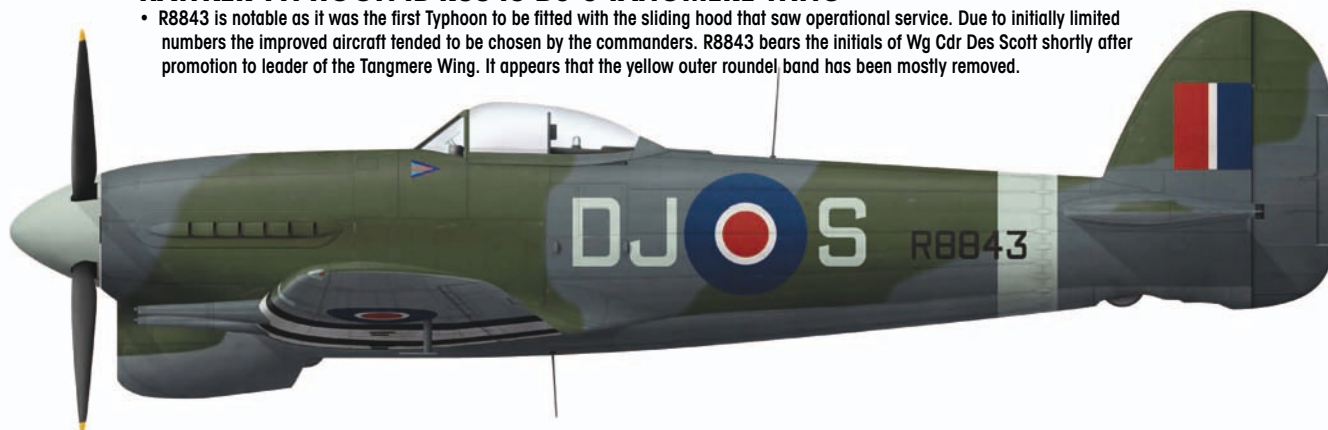
HAWKER TYPHOON IB R7698 Z-Z 146 WING

- Wearing an unusual scheme R7698 has at some point been repainted obscuring the serial, it is still painted in Dark Green and Ocean Grey with Medium Sea Grey underside. Flown by Wg Cdr Denys Gillam during the autumn of 1942.



HAWKER TYPHOON IB R8843 DJ-S TANGMERE WING

- R8843 is notable as it was the first Typhoon to be fitted with the sliding hood that saw operational service. Due to initially limited numbers the improved aircraft tended to be chosen by the commanders. R8843 bears the initials of Wg Cdr Des Scott shortly after promotion to leader of the Tangmere Wing. It appears that the yellow outer roundel band has been mostly removed.



HAWKER TYPHOON IB EJ956 T9+GK

- Originally flown by F/S Mawson of 486 Sqn RNZAF the aircraft was damaged by flak having just crossed the French coast on 23rd March 1943. Following a belly landing at Cany-Barville the aircraft was repaired, markings painted over and tested at the Rechlin, it was written off on 10th August 1944 during a forced landing.



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'TANK – BANK – BUSTER' TYPHOON

The tribulations of super-detailing a 1/48th scale Italeri Typhoon **by Jay Blakemore**

A BRIEF HISTORY:

DESIGN & DEVELOPMENT

Designed in response to Air Ministry Specification F.8/37, the fledgling Hawker Typhoon was one of two designs competing to eventually replace the Hawker Hurricane in the fighter role. Sir Sidney Camm began development work on the new fighter in 1937, basing his design around the new Napier Sabre engine. This

unorthodox power plant was ground breaking for its time. Actually featuring two compact engines joined one above the other, horizontally opposed and with six in-line cylinders each side: twenty four cylinders in total, producing 2,500 horsepower and weighing in at one ton, this beast was to be the beating heart of the new fighter. It remains the most powerful engine of its kind ever to have been mass produced.

As the 'Type N', the new fighter first flew on February 24th 1940, and did not live up to expectations. The Napier Sabre proved to be unreliable, being able to run for only ten hours between services, and although the aircraft was fast at low altitudes, performance dropped off markedly above 20,000 ft. Structural problems too plagued early test flights, and it was only thanks to the skill and tenacity of Hawker's Chief Test

Pilot, Philip Lucas, that the airframe was saved following catastrophic fuselage failure during a test flight. For landing the aircraft despite it having almost shed its tail section, he was awarded the George Cross.

The Typhoon entered production with the Gloster Aircraft Company, which had spare manufacturing capacity, though problems continued to plague the design. Not least of those problems was the fact that



whenever the engine was running, Carbon Monoxide gas leaked into the cockpit forcing pilots to wear their oxygen masks even when sitting at dispersal with the engine ticking over. Moreover, the Sabre engine proved difficult to start and had a tendency to burst into flames. Typhoon pilot, Derek Lovell, once recalled that upon jumping into a Typhoon he was about to fly for the first time, he saw dozens of ground crew running up to the aircraft with fire extinguishers. They proceeded to warn him that this particular aircraft was always temperamental and he should be careful how he started her. Sure enough, when he primed and started the engine it burst into flames. He remained calm however, and despite the flames licking around the exterior of the cockpit, he simply increased the revs and blew the flames out. Such experiences were not uncommon.

Despite its many flaws, the Hawker Typhoon was deemed fit to enter RAF service, and in the

autumn of 1941, the first production Typhoon 1A's were issued to 56 Sqn at Duxford. It was eight months, however, before operations began in earnest, as pilots tried to iron-out the aircraft's fundamental problems. Pilot visibility was poor, due to the 'car door' style cockpit and heavy canopy framing of the earlier models, and although the Typhoon had been proclaimed in the press as the Air Force's first 400mph fighter, manoeuvrability was limited due to the aircraft's thick wing. This restricted the aircraft's 'dog-fighting' ability, making it a dubious fighter. Douglas Coxhead remembers the Typhoon as being 'a bit of a brute, but you had 2,500 horsepower under your left hand, and you could really feel that.'

The structural problems that had first appeared during its testing also reappeared to make the Typhoon a frightening prospect for any young pilot. 19yr old Roy Crane remembers being excited at the prospect of flying a Typhoon as he

arrived by coach at an operational base for the first time. His mood of enthusiasm quickly changed to one of horror, however, as gazing through the coach windows he looked up into the sky to see a Typhoon spinning violently towards the ground. It exploded upon impact with the airfield, killing the pilot. It was later revealed that the tail had come off the aircraft whilst at a low level and the pilot had had no chance of abandoning his doomed machine. It was a sobering sight for an inexperienced and very green pilot.

ROCKETS

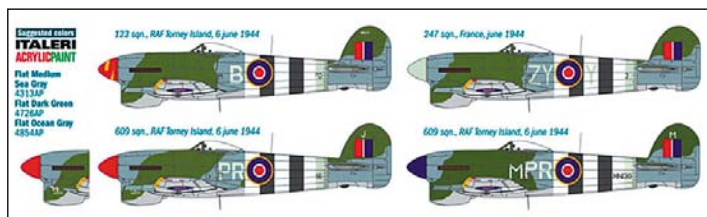
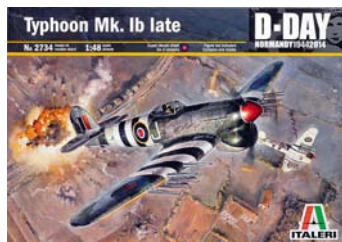
Despite the Typhoon's shortcomings as a fighter, it had arrived just in time to counter an emerging German threat in the shape of the new Focke-Wulf Fw 190 fighter-bomber. In mid-1942 the Luftwaffe began despatching these fast, low-flying aircraft across the Channel to bomb Britain's coastal towns and installations,

where they were proving to be too fleeting for the RAF's Spitfires and Hurricanes. Typhoon Squadrons were therefore employed along the south coast to intercept these raiders, at which task they proved themselves ideally suited. With a top speed of around 375mph at sea level, the Typhoons were easily able to catch the escaping raiders mid-Channel as they fled for home, shooting many of them into the sea. Ironically, it was to be in the role of ground attack where the Typhoon was finally to earn its wings. With a range of up to 600 miles and latterly armed with four 20mm cannon, the Typhoon was also able to carry a considerable payload, which increased over time from two 250lb bombs to two 1,000lb bombs. Trials were also carried out with 'Rocket, Projector, Aircraft 1A's, which were steel beams with a pair of circular cross-section rails beneath them, and which were in turn mounted beneath the wings of the aircraft. These rails were carried in batteries of eight, upon which were mounted (RP) rocket projectiles.

Twenty-three year old, Sqn Ldr Dennis Crowley Milling, is perhaps best remembered as the pilot who did most to prove the aircraft's suitability for the ground attack role, with No.181 Sqn. Formed in late 1942, 181 Sqn was the first dedicated fighter-bomber squadron to fly Typhoons, and operated a mix of 'fighter' versions and 'bomber' versions of the aircraft. By the spring of 1943 however, all airframes coming off the production lines were capable of carrying bombs or rockets, and in October 1943, 181 Squadron received its first rocket carrying aircraft. Other refinements were introduced to cure the Typhoon's ongoing faults. The engine was finally cured of its problems thanks to a timely intervention by the Bristol Aeroplane Company, who redesigned the engine's problematic sleeve valves and brought serviceability to within acceptable limits. Further refinements included a sprung seat for the pilot to help counter airframe vibrations, and in January 1943, a new 'bubble' canopy, blown from a single piece of perspex, was introduced to enthusiastic acclaim from all of the pilots who trialled it. By the end of 1943, eighteen of the twenty squadrons that formed the AEAFF's (Allied Expeditionary Air Force's) order of battle were equipped with Typhoons, and the remaining two were in the process of re-equipping. In total, 1,756 Typhoons had thus far been delivered to the RAF, although a staggering 701 were still awaiting engines, and a further 289 were in 'Purgatory Store', having been stripped for parts.

“ The Hawker Typhoon, with its aggressive, hunched-shoulder stance is reminiscent of a muscle-bound prize-fighter on steroids ”





THE NORMANDY INVASION

The Typhoon's ability to get in close to its target and deliver ordnance with pin-point accuracy, made it ideally suited to pave the way for Operation Overlord, the Allied invasion of Hitler's Fortress Europe, planned for June 1944. During the days immediately preceding the invasion, an all-out effort was conducted by the Allies to neutralise the chain of coastal defences that stretched from Norway to the Spanish border. These gun and radar defences were particularly dense along the stretch of coastline between Ostend and Cherbourg, and represented a significant threat to the success of Operation Overlord. On May 10th 1944, there began a series of attacks by RAF Bomber Command on these radar installations, beginning with long range aircraft reporting stations, and on May 18th, on those radar locations used for night fighter control and the control of coastal guns. On May 25th, 42 sites were scheduled for attack of which 106 were radar installations. Three days prior to the invasion, however, only 14 of these targets had been confirmed as destroyed. A more concerted effort was needed, and on the three days prior to the D-Day landings, 1,668 sorties were flown by aircraft of the AEAf. Typhoons were tasked with destroying crucial targets along the French coastline that included the radar station at Jobourg, which covered the Normandy beaches so critical to the forthcoming landings. In all Typhoons flew 694 low level attacks firing 4,517 x 60lb RP's. Typhoons and Spitfires flew 759 dive-bombing sorties dropping 1,258 x 500lb bombs, as well as expending thousands of rounds of cannon ammunition. Many high ranking pilots were lost during these daring low-level attacks, but there is little doubt that in knocking out these radar installations and gun emplacements the pilots of the

AEAf managed to save the lives of countless thousands of soldiers and sailors during the landing operations of 6th June.

The majority of the RAF's Typhoon squadrons were now allocated to the 2nd TAF (2nd Tactical Air Force), whose task it would be to clear a path for the advancing Allied armies in their drive across occupied Europe. Operating from their bases in southern England, the low flying fighter bombers became a comforting sight to the troops on the ground, painted as they were in their temporary black and white invasion stripes. Just thirteen days after the D-Day landings, Typhoon squadrons began vacating their comfortable home bases and moved to hastily created airstrips in France. Constructed by the Royal Engineers using Sommerfeld Tracking – a light weight, wire mesh, prefabricated airfield surface – conditions on these forward airbases was primitive. The Typhoon pilots lived in tents, and when not on operations, spent many an hour crouching in shell-scraps as most of the locations were well within range of hostile artillery. Living in such basic conditions the Typhoon boys became a hardy 'few'.

Continual air attacks against key points along the German rail and communication network kept the Typhoon pilots busy. They proved themselves indispensable during operation Goodwood on 18th July, attacking elements of the 21st Panzer Division, whose tanks began a counter attack through Caen. During operation Totalize on 7th August, Typhoons flew 294 sorties against German troop concentrations, hampering the only major offensive the German army mounted to counter the Allied advance through France. By August 10th, the German offensive had petered out with the bulk of the 7th Army bogged down amongst impassable woodland. It was the Typhoon squadrons of

the 2nd TAF, who were given the onerous task of preventing those German troops from escaping through an open area that became infamously known as the Falaise Gap. The Gap was finally closed on August 21st, effectively ending the Normandy campaign with the destruction of the greater part of the German army in France. The war was not yet over, but the Typhoon had led the assault that would eventually lead to the final victory. From its inauspicious beginnings as a fledgling fighter unsuited to the task for which it was designed, the Typhoon had matured into a superlative ground attack platform that was, if not

beloved by its pilots, certainly respected.

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- The Hawker Typhoon: Documentary by LHF Films



THE KIT

The Hawker Typhoon with its aggressive, hunched-shoulder stance, reminiscent of a muscle-bound prize fighter on steroids, has long been one of my favourite aircraft. Which begs the question, why has it taken me fifty-odd years to get around to modelling one? And why, with all of the excitement being generated at the time of writing this article by Airfix's magnificent 1/24th scale offering, have I chosen the more diminutive recent release by Italeri? I really have no answer to the first question, though my decision on scale was primarily dictated by a lack of display space. The fact that Italeri's recent release is a reboxing of the

excellent Hasegawa kit dating back to the mid-nineties, is another reason for choosing to build this kit.

Upon opening the magnificently illustrated box, I was delighted to see those details that I have come to expect from Hasegawa kits over the years – restrained panel lines, a total lack of flash and crisply-clear transparencies. Also contained within this new boxing is a beautifully printed 'super' decal sheet in perfect register and featuring four colour scheme options. All in all a delightful package and one that would undoubtedly have built up into a nice model straight from the box had I wished it. But that is not what

I wanted. I wanted more detail – I wanted a smaller version of the big Airfix kit.

I enjoy the hunt, and part of the fun of super-detailing a model is, for me, the internet trawl looking for difficult-to-procure aftermarket goodies, though luckily for the Typhoon these proved to be relatively easy to locate. I decided early on that I didn't want to display an open engine compartment as I didn't want to lose the Typhoon's characteristic, pugilist's nose. Unfortunately, by the time I had finished my aftermarket purchases, the cost of my project was beginning to make the new 1/24th scale Airfix kit look like a bit of a bargain!

HUMBLE BEGININGS

I naturally started with the 'nasties', those unpleasant cutting and drilling jobs that can so easily go wrong and totally throw a promising project into ruin at the offset. The first job was to remove the moulded access panels in the wing-tops in readiness for the Aires gun bays. This was straightforward enough, I started by drilling holes around the sections to be removed and finally cutting them free with a scalpel. I used Dymo name badge tape attached around the gun bay to guard against any drill and knife slips. Annoyingly, the wheel bay detail provided on the kit is reasonably good and an

“All in all a delightful package, and one that would undoubtedly have built up into a nice model straight-from-the-box had I wished”



integral part of the lower wing, and I prevaricated as to whether I should remove these areas and replace them with the aftermarket parts I had ordered and which had yet to arrive. In the end I decided that to leave the original wheel bays in place was to go against the spirit of the build, and so they were also drilled out and cut free. The cannon shrouds too were removed from the wing leading edges and at this point the rocket-carrier location holes were opened up in the lower wings. It was at this stage, with the wing access panels removed and the gun bays dry-fitted, that I realised just how delicately moulded and flexible the wing assembly was. This was a good thing in that it meant the wing trailing edges appeared nicely 'to-scale', but it also meant that there would be very little in the way of structural integrity if I were to remove the trailing edge flaps, which I was about to do. I decided reluctantly therefore that I would leave the kit flaps intact – in the 'up' position – to add rigidity to the finished model. With the wings suitably modified, a dry run of the parts revealed a fit problem in the form of gaping voids at the wing root to fuselage joint, and although this was nothing insurmountable

it was clearly a sign of the kit's age. It was at about this time that the Aires wheel bays arrived in the post along with some other goodies, and on quick inspection of the Aires items, I knew that things were about to get rather complicated.

AIRES WHEEL BAYS

The Aires wheel bays are little beauties and put the originals to shame, but to my horror, when compared to the original wheel bays that I had already removed, the resin items were over twice their depth. In fact they seemed so over-sized that I checked to see if they were the correct scale and unfortunately they were. I set about working on one, but even after sanding away the moulding block until the reverse of the new wheel bay was paper thin – I could clearly see daylight filtering through the resin – it was still double the depth of the original item. I read the rudimentary instructions on the Aires packaging which stated that 'thinning of the plastic parts and dry-fitting were needed.' No kidding! It was only now, whilst searching for inspiration on the Internet, that I discovered the controversy surrounding these Aires items.

There was nothing for it but to carry on regardless, and with a lump in my throat and armed with a mini-drill and a much-worn dental burr, I set about thinning the port lower wing section around the edges of the wheel bay area. This took some time and much patience, and even with the plastic now tracing-paper thin, the port wing halves would still not close around the prepared resin insert. So, drawing an outline of the new wheel bay on the underside of the port upper wing, I began thinning the plastic here too. Finally, with light now filtering through areas of the upper wing also, the wing halves reluctantly closed around the resin wheel bay.

Despite my previous concerns about the rigidity of the plastic and the flexibility of the wing halves, the Italeri plastic was proving very resilient to being chopped and hacked about, and it was at this point that I decided to revisit my original intention of removing the lower-wing flaps. It further occurred to me that with the flaps gone, I could perhaps make a little bit more room within the wings to accommodate the Aires wheel bays. This latter assumption proved correct, and it was with immense satisfaction that with the

flaps removed, I was finally able to comfortably sandwich the resin inserts within the port wing. All I had to do now was go through the entire process again on the starboard wing. It should be noted that care needs to be taken when finally gluing the resin wheel bays onto the lower wing halves, as misalignment outboard will hamper the fit of the Aires gun-bays, and misalignment inboard will prevent the resin cockpit tub seating correctly when the wings are joined to the fuselage. Dry fitting and more dry fitting is the rule of thumb where these aftermarket parts are concerned.

THE CANNON

Master Models produce a growing range of turned, metal gun barrels in all scales, and the shrouded cannon in 1/48th for the Typhoon are simply exquisite. I will definitely be using Master's products in the future. I had originally thought to build plastic-card boxes within the wings to house the rear ends of the metal cannon, but decided instead to use Milliput to form internal sleeves within the wings in which to cushion the individual cannon. This had the benefit of allowing minor adjustments to be



made to the cannon's positioning, and once dry, the Milliput would create perfectly shaped housings in a fraction of the time it would have taken using plastic-card. I am a big fan of Milliput, and have been using this malleable putty for years as a filler. It has numerous advantages over normal model filler in that it doesn't melt the surrounding plastic, and any excess filler can be cleaned off with a moist finger or damp brush, and it can be shaped and moulded when soft. It is also a great medium for filling over-deep panel lines to create shallower ones.

With the cannon pressed into balls of Milliput and positioned in the lower wings, a further ball of the putty was positioned in the upper wings and the wing halves then pressed together and secured with elastic bands. The cannons settled into place perfectly. The Master instructions suggest leaving 2.7cm of cannon protruding from the wing leading edges, but to my eye they seemed overly long at this measurement, with the ends of the barrels protruding beyond the mouth of the fuselage chin intake. This was clearly inaccurate, and so I gently pushed the outer two cannon further into the wings until the barrel ends sat just inward of

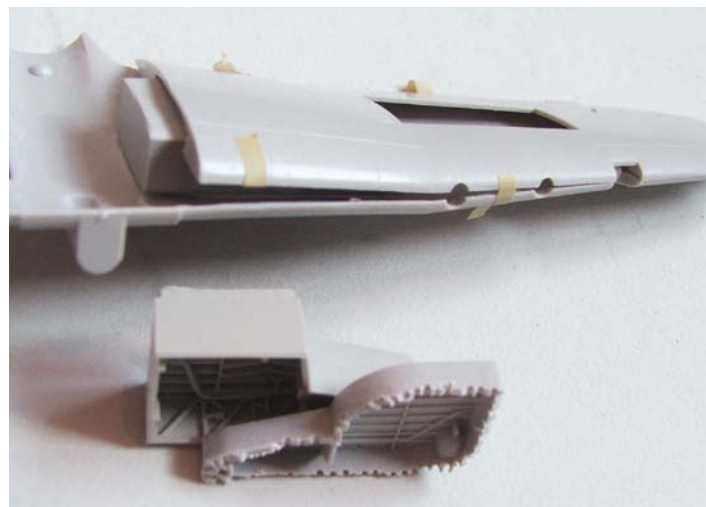
the intake mouth.

This left just shy of 2cm of barrel protruding from the wing leading edges. The inner cannon were then adjusted using the outer cannon as markers until the tips of all four cannon formed a straight line. The wings were then set aside for the Milliput to harden.

While I waited the Ultracast resin tail-wheel well was fitted to the fuselage. This needed no adjusting and fitted perfectly within the rear fuselage,

THE COCKPIT

After washing in soapy, warm water and base-coating with Alclad Grey primer, the CMK resin interior set was sprayed over-all in Alclad White Aluminium, and once dry, a coat of Xtracolor Interior Green matt enamel was sprayed on. This coat was 'weathered' (worn!) by scratching and scrubbing some of the green enamel away before it was fully dry to simulate wear. I also 'washed' the green paint off the cockpit tube framing using a trimmed brush dampened with white spirit, as I realized that my reference photographs showed the tubular framing surrounding the cockpit was left in its natural metal. Once dry, several 'weathering'



applications were applied to the cockpit walls and floor by dry-brushing ever lighter shades of Interior Green, and using oil coloured enamel washes to bring out the moulded detail. The resin flap interiors also got a similar treatment at this stage as did the interior sides of the cannon-bay covers. During my research I happened upon a lovely colour photograph of a wartime Typhoon undergoing re-arming, which revealed the colour of the panel and bay interiors to perfection. It is highly probable though that many different interior colours were used on in-service Typhoons, and any number of colour or natural metal combinations would prove accurate.

Once painted, the cockpit tub was given a sealing coat of semi-matt enamel varnish and assembled without problem and it fitted perfectly within the fuselage halves. Before closing-up the fuselage the CMK resin tailplanes were attached. These butt-fitted perfectly against the rear fuselage but as they had no moulded tabs to firmly fix them in place, I drilled locating holes into them and inserted metal rods, which were then super-glued through the fuselage from the inside, hence the reason for fitting these parts before closing up the fuselage halves.

Despite its favourable detail and accurate lines, the Italeri kit reveals its age as soon as major construction begins. With the resin BarracudaCast air intake in place, the fuselage halves were squeezed together and a multitude of clamps and rubber bands were used to cajole the fuselage into shape. The fit along the fuselage mating surfaces is poor, and when set, gaps were evident along the upper and lower fuselage joint. The chin radiator housing was also so misaligned that I decided to prize the joint apart and reglue it. This was not due to the Barracuda radiator, which fitted perfectly

within its housing, but rather to the lack of fuselage locating pins in this area. Gaps were filled with stretched sprue or plastic card strips and proved only a minor inconvenience. The upper, mid-fuselage sections are made up of two separately moulded inserts, which reflect the origins of the Hasegawa mouldings and its evolution from the earlier 'car door' canopy version of the Typhoon. These parts proved a problematic fit as they were slightly warped. Separated only in part along panel lines, this area surrounding the cockpit would be highly visible on the finished model, and so the warped parts were glued bit by bit and held in place by clamps, elastic bands and cocktail-stick splints and allowed to dry in sections. In hindsight it would probably have been better to have glued these inserts to the fuselage halves before I started assembly. Careful cleaning-up of the fuselage sides and rescribing of the panel lines was now needed after the inserts were fully set in place, and the prominent joint proved invisible once I had finished.

Now for the wings. The gaps at the wing-roots, mentioned earlier, needed plastic card inserts fitted to bridge them, and the wings were held in position using strips of masking tape spread along their span and over the fuselage to set the dihedral. Once the wings had set, the small brass collars of the Master cannon set were added to the leading edges as were the navigation lights. The wing-end navigation light transparencies were first drilled on the reverse and the tiny holes filled with thinned red and green paint to re-create the appearance of coloured bulbs, I then secured them in place using PVA adhesive. Not perhaps totally accurate but convincing in this scale. The landing light transparencies were now fitted in the wing leading edges, filled and sanded smooth, with no attempt to

“ The Aires wheel bays are little beauties and put the originals to shame ”



paint the lamps within. My research suggested that all rocket-carrying Typhoons eventually had their landing lights faired over, and certainly by D-Day the vast majority of the Typhoon fleet would have been so modified. So the clear covers were going to be painted over on my model to represent this.

Various sub-assemblies such as the propeller and undercarriage were now constructed, sanded, painted and weathered and once dry were placed securely in baggies for final assembly later, and a cardboard 'tent' was taped in place over the cockpit opening to protect the protruding head-rest from damage. Before I started painting, the entire model would of course be wiped down with white spirit to remove any traces of grease left on the model due to handling which might cause adhesion problems at a later stage. Being quite aware of all the masking that would be required in painting the D-Day stripes, I didn't want any mishaps with the base coat peeling off at this late stage.

SOLID PRE-SHADING

I like to do things a little differently, and my preferred painting technique is to give the model a complete undercoat of dark brown, onto which various lighter shades of the top colour are added; a technique that I have christened 'solid pre-shading'. I tend to use enamels almost exclusively despite the ever growing range of acrylics now available, the basic colours coming from the Humbrol range, which I have always found to be perfectly adequate both in the airbrush or on a paint brush. The first dark brown undercoat revealed no untoward blemishes that needed sorting out, and once dry this was quickly rubbed over with 3,600 grit Micro-Mesh in preparation for the invasion stripes, which were to be tackled first.

The kit's comprehensive decal sheet includes a full set of invasion markings which furnished me with the widths of the individual stripes. Strips of appropriately cut masking tape were now laid side by side over the brown base coat and then the tape on the areas to be painted white were removed. Some random patches of Humbrol masking fluid were then stippled around the edges of the gun bays and along the wing leading edges, which would later be removed along with all of the masking tape to simulate patches of wear. A coat of off-white was now sprayed on the areas where the first strips of masking tape had been removed.

My colouring technique is to airbrush each panel individually,

starting from the centre and working outwards in order to leave a shadow of the brown under-coat showing through towards the panel edges, or in areas where stains or wear is required. Some panels may be left dark brown entirely at this stage or sprayed with only a hint of the top colour, and these areas will appear darker beneath the final coat. Once the lighter colour has been built up within each individual panel or section, an over-all dusting of the same colour completes the effect. The heavier the dusting, the denser appears the top colour and the fainter the undercoat shadows. Once dry, individual panels or areas of greatest wear can be highlighted further with lighter shades of the top colour. Admittedly, this technique takes longer than the 'pre-shading' technique, but I feel it does allow greater control of the overall finish, and gives a more realistic look to the completed model.

Replacing the strips of masking tape over the white-painted sections once they were dry, the black invasion stripes were tackled next. These were done in the opposite way to the white stripes, this time spraying the edges of each panel first in black and dusting the colour towards the centre of each panel, allowing a hint of the brown undercoat to show through. This can be seen to particular effect on the wing leading edges on my finished model.

With the invasion stripes completely masked over once dry, pre-cut paper masks were then secured to the model as a guide to the camouflage pattern in preparation for the application of the grey. Initially I used Xtracolor X6 Ocean Grey, which should have been the correct colour for a Typhoon of this period, but to my eyes it appeared far too blue in hue, and with a touch of Humbrol pale buff added for the highlights, appeared almost turquoise in colour. I wasn't happy with it at all, and so, removing the paper masks, I misted some dark brown along the panel lines and then sprayed over the Ocean Grey with Xtracolor X4 RAF Dark Sea Grey, which looked much more pleasing to the eye, albeit possibly inaccurate. It did however seem to match all the colour reference pictures I had so I was happy to continue with it. Once dry, Blu Tack sausages were employed to achieve the soft demarcation between the grey and the green and the grey areas masked with tape in case of overspray. Xtracolor's X1 RAF Dark Green was my colour of choice, but I encountered a problem with it as all of the tins I possessed in my stocks were faulty, appearing in the tins as a brackish sludge

that resisted my every attempt at stirring and shaking. Instead I went for a mix of my own using Humbrol enamels. Various shades of ever lighter green and grey were gradually mixed in with the base dark green and highlights built up to replicate a faded and worn paint finish. Once everything was dry, the masking tape was removed and with it the spots of masking fluid I had applied prior to applying the white invasion stripes. With the masking fluid gone, I was left with random patches of the brown under-coat, which would later be dotted with the appropriate shades of grey or green to match the upper surface camouflage beneath, and so appear as wear of the temporary invasion markings. The under-surface was painted using Xtracolor X3 Medium Sea Grey, using the same method of application as above.

Once all the camouflage colours had been allowed to dry thoroughly for a few days, it was time to tackle the heavier weathering. This is without doubt my favourite part of the painting process as it brings the model to life. I like my aircraft to look used, and having worked alongside or inside various aircraft types during my service in the RAF Regiment, I can say with some authority that real aircraft are incredibly grubby. I therefore do not belong to the camp that says weathering should be subtle, I say get stuck in and enjoy the process. One of the weathering methods I employ initially is a streaking technique to replicate the effects of rain on fuselage dirt. In this case I airbrushed random patches of light grey enamel onto upper surface areas of the fuselage, and using a thin brush dampened with white spirit, I then dragged the tacky enamel paint down the fuselage sides, feathering the edges. These streaks appear particularly evident on the nose of the finished model, but the effect is subtle as it is supposed to be. The model was by now looking nicely weathered, with the dark base-coat creating depth and shadows and the highlights, especially on the green sections of the camouflage, adding a sense of age to the model. The addition of oil and grime streaks using black, brown, grey and red-brown enamel, would be the icing on the cake. One thing I avoid doing is to darken every panel line with a wash, restricting it to moving or removable areas only, such as ailerons, rudder and inspection hatches etc. Panel lines already tend to be overly deep on models of this and smaller scales and I see no reason to emphasise them further. Enamel washes were

therefore restricted to those areas that would appear darker or oily on the real aircraft. The matt white invasion stripes to the rear of the gun bays, and any worn areas of white paint being particularly effected by wear, were much enhanced by streaking. Once I was satisfied that my Typhoon looked suitably war-weary, the



“ The decal sheet in this Italeri re-boxing is gloriously printed by Cartograph ”



model was left for a week for all the paint to harden, before several heavy sealing coats of enamel gloss varnish were applied.

WET & DRY

The next process, although laborious, ensures that the decals lie flat without silvering, and that

the final finish on the model will be as blemish free as is possible. With the gloss-coat thoroughly hardened, I set about going over the entire surface with wet, 3,200 grit Micro-Mesh cloth. This flattens any 'orange-peel', all demarcation lines between camouflage colours, ridges left after masking the invasion stripes and any other

imperfections. It is imperative to the success of this process that you have applied enough varnish to avoid 'rub-throughs'. Keep clear of any edges and raised detail when using the Micro-Mesh, and repeatedly check the area you are working on by wiping off the water and inspecting your progress. Once the entire surface has been

'flatted-back' and the glossed surface has become matted, the areas to be covered by decals can then be worked on further by polishing with 12,000 grade Micro-mesh. This will leave a mirror-like surface for your decals to adhere to. Incidentally, one advantage of using a dark brown base-coat is that should you get a partial

'rub-through' at this penultimate painting stage, then it can be ignored, if not too bad, and will appear as a darkened area of wear on the finished camouflage surface.

DECALS

The decal sheet in this Italeri re-boxing is gloriously printed by Cartograph, and is boldly colourful, with glossy reds, yellows and blues that look spot-on in hue and in perfect register. Four decal options are included in this D-Day anniversary boxing, all featuring full sets of invasion stripes for which decals are provided. I chose to model PR-J, 'Jasper', of 609 Sqn, based at Thorney Island in June 1944, which also features on the marvellous box-top artwork. The four-view decal placement illustrations provided in the instructions are more than adequate for the main markings, but a little vague on the placement of some of the stencilling. Colour references are for Italeri's own acrylic paints, and the only anomaly I noticed was the description of the spinner colour on this particular aircraft as being dark earth rather than red. Upon application, despite initially seeming a little on the thick side, the decals proved to be transparent enough to reveal an impression of the invasion stripes beneath the white of the fuselage roundels. White discs from an RAF roundels sheet were therefore applied to the fuselage sides before the roundels were finally allowed to settle into place. All decals settled nicely into position on the model's polished surface, but needed several applications of Micro Sol solution before they would conform to the recessed panel lines.

Once the decals had been left to settle for a few days, I proceeded to weather them to match the rest of the aircraft. Enamel washes and dry brushing were employed, along with subtle applications of Tamiya weathering powder. Exhaust staining was airbrushed at this stage to complete the weathering process.

Next I sprayed several further layers of gloss enamel varnish over the decals in preparation for the next step in my finishing process. This step may seem superfluous to some, as the surface of the model had already been flatted back prior to decal application. But the quality of the finish is everything in my mind, and I now had to blend the decals into the model's surface to prevent the noticeable 'step' at the decal edges that would otherwise result once the final top-coat was applied. This final sanding stage requires nerves of steel, and a



“Italeri are to be congratulated for giving us the opportunity to acquire this classic kit at a very reasonable price and with superb decal options”

suitably heavy coat of varnish to prevent rub-throughs, especially over the decals. I use gloss enamel varnish as it is slightly more resilient to the wet Micro-Mesh, and allows me to take the varnish back slowly until an overall matt look is achieved. I tend therefore to concentrate on building up the depth of the varnish in the areas of the decals only, and any other areas that I feel need further smoothing out. These areas then are sanded with wet Micro-Mesh using a sanding block made of soft rubber: The packing material within airbrush cases is very good for making sanding blocks. Once the entire surface of the model has a uniform sheen and there are no unsightly ridges around the decals, it is time at last for the finishing steps.

FINAL STAGES

Last but by no means least, the time had come to add the undercarriage legs, flaps, under carriage doors and other miscellaneous aeries and delicate protuberances, and where appropriate these were now painted and weathered to match their surroundings. Small holes were by necessity drilled into the mating surfaces of the resin flaps and corresponding holes drilled on the reverse underside of the wings, to securely hold these

delicate items in place as gluing alone proved ineffective. Now the final topcoat of varnish could be applied to protect and seal all of the hard work for posterity, and give a unified finish to all of the sub-assemblies now that they were in place.

The last thing you want at this stage of the build is to attract dust and debris onto your prepared, smooth surface, and as enamel stays tacky for some time, that would normally be the inevitable consequence of airbrushing a further coat of varnish over the entire model. My solution to prevent this is to dilute the final coat so that it is mainly thinner; at approximately eight parts white spirit to two parts enamel. Sprayed on thinly at a high air pressure - about 50 psi - to atomise the liquid thoroughly, the resultant coat touch-dries almost instantaneously, allowing no time for dust to settle and no chance of unsightly 'orange peel'. But care must be taken not to flood the surface of the model, which would result in horrible runs. For this process I use an old Aerograph Sprite airbrush with a thick needle, that acts more like a mini spray gun and gives me good results each time.

The lustre of this final coat of varnish is imperative to the look of the finished model, and I use a mix of Humbrol satin and matt

varnishes that dries with an 'egg-shell' sheen. I find a totally matt model looks somewhat lifeless, and in reality no aircraft is entirely matt in finish. After leaving this coat to harden for a few days, I added the exhausts and wheels which had been left in a matt finish, and finally the completed propeller was pressed onto the nose.

And my Typhoon was finished.

FINAL THOUGHTS

My impressions of Italeri's Typhoon are mainly positive. This ex-Hasegawa gem certainly shows its age in some respects, but the end results are what really count and the finished model looks every inch a Typhoon. Italeri are to be congratulated for giving us the opportunity to acquire this classic kit at a very reasonable price and with superb decal options. I have a feeling that I may revisit this kit before too long.

ITEMS USED

- Model: 1/48th Italeri Typhoon Mk 1b. D-day boxing.
- Eduard Mask: E X090
- Aires Resin Gunbays et.
- Barracudacast: Intake & exhausts.
- Aires Resin Wheelbays: 4 399
- Ultracast Tail wheel well: 48237
- Master Model Metal Cannons: AM-48-083
- CMK Resin control surfaces: 4165
- CMK Resin interior set: 4151

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WHAT'S NOT TO LIKE?

I am a self confessed Wingnut Wings fan-boy, it is best to confess this from the start.

One of the principal reasons being that although I enjoy building, painting and finishing, I don't want to struggle with the fit and seams of an older, low quality kit. I guess you could classify me as a lazy builder. Don't get me wrong, the Wingnut kits aren't quick, simple builds, but you can guarantee that everything will fit together seamlessly without a hint of filler to be seen. In fact you do have to exercise caution when painting during construction as any paint on joints will adversely affect the fit. The fit of parts is so accurate and tight that just a layer of paint may cause a slight issue.

I don't usually go in for 'big builds' as I normally lose patience halfway through and, like most of us, have nowhere to store them when finished; but the Felixstowe was just irresistible, especially as I had

just read 'The Spiders Web' a Flight Commander's recollection of the WW1 flying boat campaign. There's nothing like some historical background to whet the modelling appetite. The first thing to note is that it is HUGE! The wingspan (barring 9cm) is a metre so you're going to need a large workbench, and forget about getting it in the spray booth

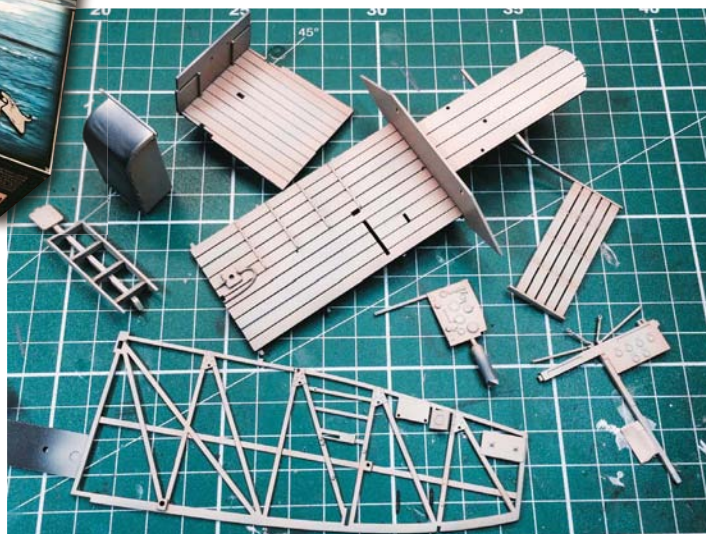
My preferred method of building is a little haphazard - I do study the instructions, but then tend to plan the build in painting order; I clip off all the pieces and separate them into colour sections for airbrushing. This is an efficient way of painting but the ability to lose pieces seems to skyrocket, so I store them in a number of small containers in a logical order. I don't know about you, but I seem to spend at least a quarter of my bench time on my hands and knees looking for parts...

WOOD FOR THE TREES

There's a lot of wood to replicate on this kit and I decided to use the excellent plywood decals from Uschi van der Rosten for the

fuselage interior sides. These decals are beautiful, but quite delicate, so care is required once complete not to damage them during the build process. They're pretty hard to beat when it comes to making plastic look like realistic wood. The method is fairly simple - spray a light sandy colour

(I tend to mask panels and use subtly different shades) then cut the decals to fit the panels. You have to be reasonably accurate here, as any overlap is very noticeable as they become much darker on the overlapped areas. The decals are largely transparent and the base colour gives the primary tone (worth experimenting to find the





“ From a modeller that really doesn't like long projects I enjoyed every minute of this build ”

exact look you're after). I would definitely go a shade lighter than you at first think as the decal does darken the final finish. The varying underlying shades give the look of individual panels rather like the variations seen on a paneled, natural metal finish.

As for the rest of it - I used the standard method of artists' oils dragged over a light acrylic paint finish for the planking and interior wood. A similar method to the decals is employed here, effectively replacing the decals with the oils (pre-shading can enhance the look too). Once the base acrylic coat is dry, dab a small flat-head brush sparingly with an oil colour of choice (ochre, sienna etc), then drag it over the panel to simulate a wood grain. You can have a lot of fun with this and if it doesn't look right, a simple wipe with a white spirit dampened tissue takes you back to square one. The only drawback to using oils is that they do require a few days drying time and care needs to be exercised in handling to avoid the dreaded

fingerprints. A top tip here is to lay a blob of the oil paint onto a kitchen towel and leave it for an hour or so before using - this draws out excess oil, speeding up the drying time considerable. Once touch dry, a light misting of a clear acrylic gives a final seal.

The interior has quite a lot of internal rigging for the control runs and structure, but the instructions are incredibly helpful here - very clear, colour-coded diagrams that leave no ambiguity as to what goes where. At this point it's also worth considering the control runs to the tail and the engines - these are fixed inside the fuselage and pass through small exit holes. I opted to affix them during the build, poke the wires through the said holes and wrap a square of masking tape around the end to prevent them being drawn back into the interior. I made these lines overly long and pushed them back in up to the tape. This protected them during painting and when I was ready to rig the tail, I simply drew them back out. Wingnuts also supplies brass

photo-etch seat belts, which are perfectly adequate, but I elected to use a set of HGW fabric belts as these are hard to beat in terms of realism.

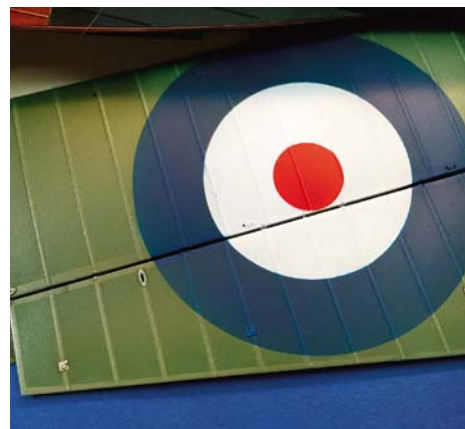
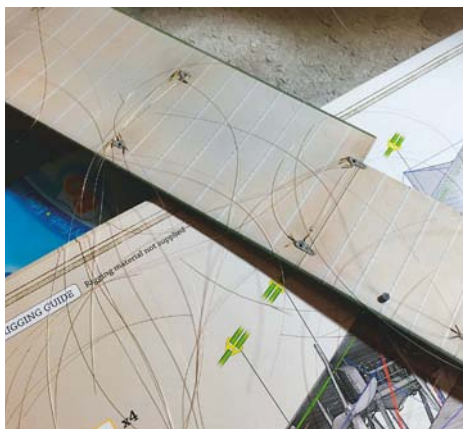
With the interior complete, I couldn't help thinking how much it reminded me of a Viking longboat - it is, after all, a long wooden boat! All that was left was to glue the two fuselage halves; and in true Wingnuts style, they simply clicked together without any fuss - quite an achievement with the complexity of the parts involved. The instructions suggest fitting the side Lewis guns in place prior to closing up as retro fitting will be difficult. Retro fitting is tricky, but not impossible, and not as bad as trying to handle, mask and paint around these very delicate items. I can categorically state that I would have broken these off 5 minutes later if I had fitted them at this stage!

The interior on the Felix is simply gorgeous. It's a big part of the build and I really wanted to make sure it can all be seen once finished; It's just too nice to

hide away. But now the fuselage was closed up, I was conscious of how much I couldn't see. So I had the notion of opening her up to overcome this. It took a bit of a leap of faith to cut a big chunk out of the top deck, but I reckoned it would be worth it in the long run. It still left the issue of how to replicate the exposed framework, but I left that to one side and decided to tackle that towards the end of the build.

CONSTRUCTION AND PAINTING

To be honest, once the fuselage sides are together, there isn't a lot more to construct, just a set of wings and engines to add. So now I got to the fun bit - painting! I think my favourite part of a build is laying on the primer. I just love the look of a virgin primed model - offering a blank canvas for endless painting possibilities. The one thing different about the Felix from other kits is the size (did I mention it's big?), and it does pose some issues. I opted to dry fit the top wings together



during painting as it masks the joints nicely and gives that uniform finish once complete. However, handling and storage now requires some thought and planning.

The first layer of paint proper was the underside of the wings and areas of the fuselage which were finished in doped linen. A uniform, but thin coat of a pale buff was followed by lots (and I mean lots) of masking for the rib tapes. Then followed some gentle shading with a slightly darker mix. I do like to keep this as subtle as possible, and finding the balance is quite difficult; too little and it doesn't show and too much simply looks wrong. The same method was applied to the top surfaces. Again, due to the size and the single overall colour I was aware that it could look a little bland once finished, so I put quite a bit of thought into getting the look as interesting as I could by using a few different shades, and of course, the masking and highlighting on the wing tapes helped with this. Once finished I like to buff the paint a little as it tends to leave a pleasant sheen to the finished article, reminiscent of period photos of aircraft.

I gave a good deal of thought over the plywood fuselage sides as I thought this area would be key in the overall look of the model. The original plan was to use the plywood decals again, as they are hard to replicate with just paint, but

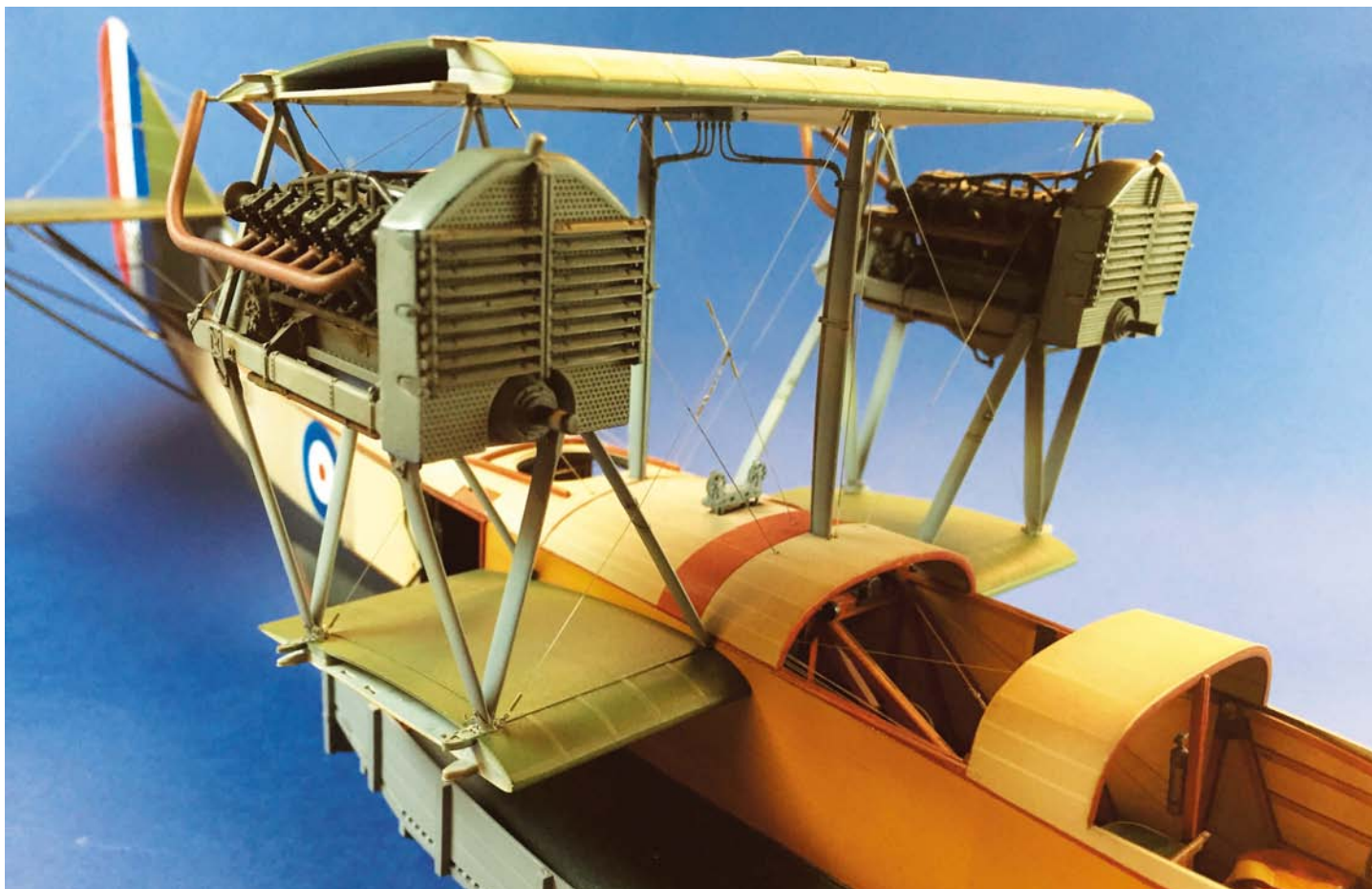
I was worried about the practicality of using them with the inevitability of lots of handling and masking during construction (not at all a criticism of the product, if they're sealed in correctly this shouldn't cause an issue). But, if they were to get damaged, I would be hard pushed to fix them without it being obvious - so I took the easier option and went down the oils route again. Separate panels were

masked as per the interior, sprayed, shaded then oiled. The 'black' hull was actually painted a dark grey but post-shaded with black. My Felix was now starting to look like a large flying boat!

Despite the kit having 2 very striking 'dazzle' schemes - I elected to go for the more straightforward option from 240 Squadron based at Calshot, late 1918. I was drawn to the different surfaces to try to

recreate - plywood, linen, wood etc. I've already stated the quality of the decal set, but this was just crying out for painted markings (the top wing roundels alone are enormous). I haven't a lot of experience with masks, especially multi-coloured combinations, but I thought it would enhance the model so decided to go for it. I contacted Mal of Miracle Masks and asked if he could





customise me a set using the kit decals as a point of reference. These duly arrived and were beautiful - and surprisingly easy to use following Mal's clear and straightforward instructions. After some experimentation, the secret seemed to be very fine applications of paint and being careful not to allow a buildup at the edges. I was very pleased with the results - it leaves all the detail of the fine

“ The thought of rigging has always put me off such large complicated models in the past, but it really isn't as bad as it seems ”

surface detail visible and it's a look that in my view just can't quite be replicated by decals.

ENGINES

I decided to take a break from the main structure and tackle the Rolls Royce Eagle VIII 375hp engines. These are very exposed on the finished model whether you like it or not! The good news is that Wingnuts have made a fine job on these. Very detailed indeed. I normally like adding some detail, but I was struggling to see how I could improve on what was already there, even the ignition wiring as represented is excellent, so I built them straight out of the box. I tried to lightly weather the engines and give hints of oil leaks without going over the top. The idea being it would leave me a subtly used set of engines that would blend into the overall look of the model.

Construction wise, they fit snugly into a set of wing struts which then form the basis of the central wing section. At this point I decided to trial fit the lower

wings - the fit was fantastic, until I realised that the fit was so perfect, I couldn't get them off again! Not a great tragedy, but it did mean the handling thereafter was a little tricky. Wingnuts state to leave the wings in place for a week to settle (just due to the weight and moment of these large pieces of plastic). Although I cheated here a little and with the wings resting on their trestle tables, I attached the struts and top wing and gently weighted the top wings down - once rigged it effectively 'locks' the structure in place and the whole thing is very stable. No need for a jig here. Wingnuts do suggest leaving the wings off for transportation/storage, but the correct rigging of the model would then be an issue..

RIGGING

At this point I ought to mention rigging - this kit has a ton of it. The thought of rigging has always put me off such large complicated models in the past, but it really isn't as bad as it seems.. In fact it can be quite therapeutic once you get

in the swing. One good aspect of the kit is that rigging can be done during stages of the build and not all at once at the end, which could prove to be a little daunting.

There are, of course, lots of ways to rig - elastic thread seems popular nowadays, but personally I don't get on with it as it's not so easy to thread through small holes, lacking stiffness (although it does have its uses, especially where there's no obvious anchor point). My medium of choice is monofilament - good old fishing line - of a 0.14mm thickness. I used Bob's Buckles to secure the line - beautiful eyelets that glue into a pre-drilled hole (the holes are already pre-drilled on the kit, but do require deepening with a quick twist of a 0.5mm drill - the line then being fed through a fine brass tube a couple of millimetres in length, then looped through the eyelet and back through the tube, pulled taut, and secured with a drop of superglue; then cut the loose end (very carefully!) with a new scalpel blade. One absolute requirement though is good magnification (I buy the highest strength standard reading glasses - excellent for detail work) and a couple of pairs of good quality needle point tweezers. The beauty of it is, once fitted - it's incredibly strong and acts as real rigging does by giving structural strength. You can also easily tighten the rigging if it slackens off

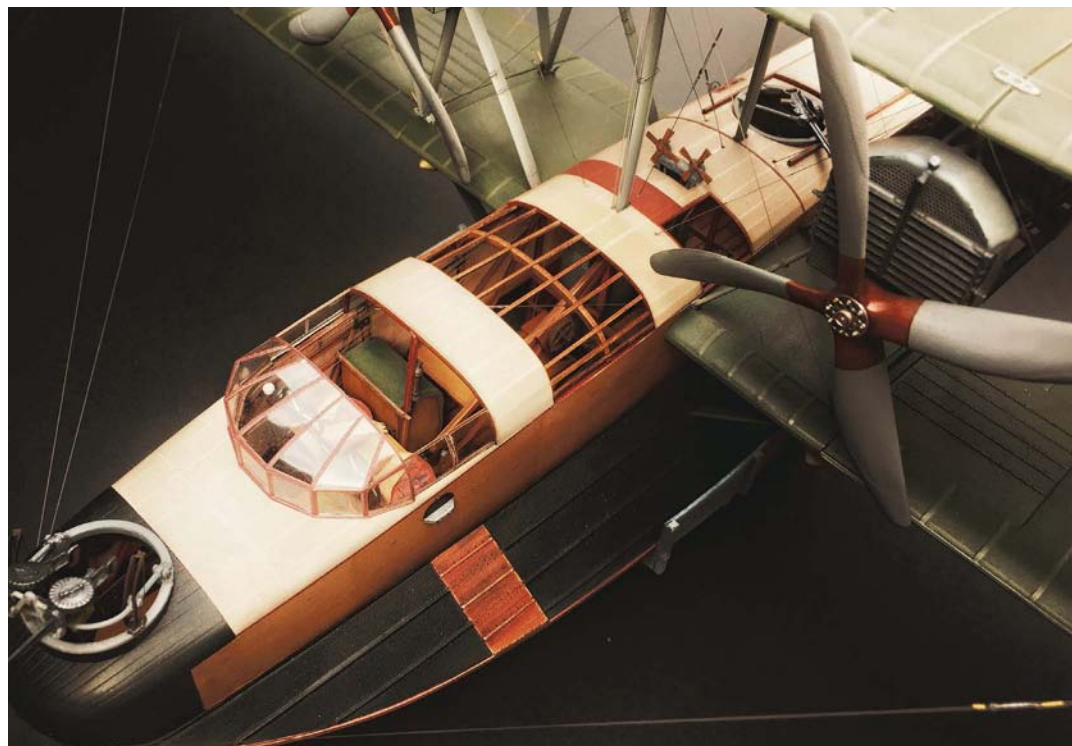


by holding a small screwdriver, or in this case, a putty knife (heated until glowing) under the offending wire. Naturally, this doesn't come without risks, if the line is touched it will break instantly, but as long as you're careful it's fine.

There are a few turnbuckles required here and there and for those I used examples from the excellent Gaspach range. The whole thing is, of course, time consuming, but also very satisfying, and at the end of the process it adds so much more to the model that it suddenly all seems worth it. Although the keener aviators of you out there may notice that my tail section is incorrectly rigged - a point that I couldn't quite face re-doing, did I mention I'm a lazy modeller? And that was despite the excellent and foolproof(!) Wingnut rigging diagrams. It's probably worth mentioning the control surfaces at this point - they are quite large, but also very thin, so there's not much in the way of a contact point to fix, I drilled a couple of small holes in each, then used some fine brass wire to mate the two surfaces together, which makes them fairly robust, and making rigging to these points much easier too.

FUSELAGE FRAMEWORK

Next up was to construct the framework over the newly opened fuselage top deck. I had a picture



of how I wanted it to look, but it took me some time to work out how best to make the structure - I'm not the best at scratch building parts and it was a real job of trial and error using fairly thick plastic card. I started by using the previously removed fuselage section as a template for making the ribs. It's not perfect, but it's pretty much what I had in mind (from a distance) The

ribs were again airbrushed with a light wood colour acrylic and then as previously described artists' oils were used to create the wood effect. The pleasing thing about this modification is you can now see nearly all of the interior with a bit of peering so I think it was a success and well worth the extra time it took. To finish my model all I had left to do was add the detailing items of guns/ bombs/ bombsights etc.

CONCLUSION

Well, what a kit!

If you haven't made a Wingnuts kit before it's probably best to get a more basic model to get the feel of them (the Plalz D.III is a little beauty). Yes, the price is high but once you get in amongst the box, it suddenly appears to be an absolute bargain. It may seem a little daunting building such a behemoth at first, but it's all



broken down into logical stages.

I tried to think of each section as a separate kit and from a modeller that really doesn't like long projects I enjoyed every minute of this build. So much thought has gone into it, with a beautiful fit, unsurpassed detail and there's really no need for any aftermarket unless you want to. You can even make the buckles yourself, but as I'm lazy, I leave that to Bob's Buckles.

- Bob's Buckles
<http://www.bobsbuckles.co.uk>
- Mal's Masks
<http://www.freewebs.com/miraclemasks/>

ADDENDUM


You may notice that there is no nice large picture of the finished model in this article! Unfortunately the week before the model was due in to the studio it was damaged beyond repair in a house move.

So sadly the only remains of Guy's stunning build are the silver medal it won at Telford and this article. However I thought as the build was so interesting it was still worth running and I hope you agree.


• Editor




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The Cranked

Skunkmodels F-16XL in 1/48th Scale **by Peter Marshall**



The F-16XL was a derivative of the F-16 Family designed as a technology demonstrator and then entered in the competition for the Enhanced Tactical Fighter which was won by the F-15E Strike Eagle. After a period of storage the two examples (one single-seat and one two-seat) were passed to NASA and after an eleven-year career the F-16XLs were retired, and though there have been attempts to bring the airframes back into service both airframes are currently in storage at Edwards AFB.

Who thought we would get a new-tool 48th kit of a General Dynamics F-16XL? Not me, clearly,

“ Who thought we would get a new-tool 1/48th kit of a General Dynamics F-16XL? Not me ”

which is why I spent silly amounts on a resin conversion and another Hasegawa F-16 some years ago.

So let's find out what's in the box.

THE KIT

You get quite a lot, actually. I have rarely seen a box this full; the top is dented from the sprues inside being forced against it so I was hoping that this pressure hadn't actually damaged any of the plastic

parts. Of which, as mentioned, there are many. There are fourteen grey sprues (some of which are duplicates) and two clear sprues, some clearly from a standard F-16 kit (because they include standard horizontal tails among other things) and several generic weapon sprues, the clear sprues providing the major transparencies and bits for the weapons. It's a LOT of plastic and there will be a lot left over, however much you hang under the wings. The detail on the parts



ARROW



looks good, there is a little flash on some parts, which seems odd for a new kit but should go away with a quick swipe of something suitable. The instructions at first glance

found a slight problem here as the sprue identification between the instructions and the sprues themselves is a little confused, and so am I. XA and XB (the upper and lower fuselage sprues) are relatively OK, the only issue being that on the sprues themselves they are just

find all the bits eventually and got on with the build.

So back to the cockpit, which is frankly a little basic, the detail on the side panels being somewhat soft and the instrument panel looks too small to me. The seat could really benefit from some belts and to be honest if I had a resin F-16A cockpit to hand I might be tempted to stick it in there.

The intake area is next and the instructions would have you install the nose undercarriage at this point. I've said this before; it's a major whine of mine, why would you do this? How hard can it be to engineer it so you can fit the gear later, after the painting, ideally? Before then it just gets in the way,

making handling the kit harder than it should be and more likely that the legs get broken off. Or maybe it's just me being clumsy.

This section also covers the main landing gear assembly, you also get a full intake trunk that goes all the way from the intake to the front of the fan, which is nice, but cleaning up and painting this trunk white is not easy, but I'm glad it's there.

The fit of the parts that make up the main wheel bay isn't stellar, and it occurred to me that this, and the flash, are probably related to these parts being taken from the original Kinetic F-16 family which have been around a while, and I would suggest these older moulds are starting to show their age.

seem pretty standard and straightforward and the decal sheet has options for the single-seat prototype, NASA markings and three fictional schemes, two USAF and one Israeli, and a smaller generic weapons sheet. All good, but how does it build?

Starting (as you might expect) with the cockpit it looks pretty standard F-16 which isn't a surprise, as I understand the two airframes were modified from early production F-16As. So I went to get the parts and

A and B. And remember I said, "Pressure hadn't actually damaged any of the parts"? Well it had in my case, one of the sensor probes on the side of one nose half didn't make it, as it had broken away.

Sprues C, D, E, G, HH, J and M are identified as such on both the instructions and the sprues, but then the two sprues of snake-eyes are A on the sprue but WA on the instructions and XD and XC on the instructions refer to sprues labelled C and D respectively (and the drawing of XD doesn't quite match the actual sprue D). Call me picky but it should be a simple thing to get this right and maybe should have been picked up at some point in the production process. Anyway, I did

“ You actually get quite a lot of kit and I have rarely seen a box this full ”

There are also more issues with the instructions at this point, some parts are drawn fitted in one illustration and are then missing in the next, and another part C39 is marked as part X. Again, if someone had worked through the build with the instructions this sort of thing would have been picked up and corrected. This misnumbering became a bit of theme running through the build of the F-16XL. Anyway, once all the parts were located the main undercarriage bay has enough parts to look a bit busy so on with the show.

At this stage I thought I would slap some weapons and pylons together for later use, which leads





to a dilemma, what are you going to hang on here? Obvious if you go for one of the 'What If' schemes provided, or make your own load-out up.

Or if you go for the NASA scheme then you probably need to fill all the holes on the underside, as I've not seen any pictures of the F-16XL carrying pylons while with NASA. However if you go for the prototype scheme (which was my preferred option) then the weapons

provided may not be appropriate. I have struggled to find pictures of either of the two aircraft carrying anything but Mk 82 GP bombs; to be honest I've struggled to find many pictures at all of the aircraft carrying weapons. So unless I break out a load of straight 500 pounders from the Hasegawa weapons sets I'm drifting into 'what if' territory anyway as I have no evidence that the snake-eyes

Skunkmodels have provided were ever carried on the real aircraft. Somewhat annoyingly all the line drawings for the paint schemes show the

“ The locating pins are all too long and need reducing a little to allow the parts to actually meet ”

aircraft fully loaded with Mk 82 slicks (including the NASA option, though there is a note saying "Actual NASA F-16XL was never armed").

As an aside, if you want to do the NASA aircraft the best reference I have found is this page:

- <http://www.nasa.gov/centers/armstrong/multimedia/imagegallery/F-16XL1/index.html>
- And if Skunkmodels do the two-seater then this page might help:
- <http://www.nasa.gov/centers/armstrong/multimedia/imagegallery/F-16XL2/index.html>

I started making the pylons and tanks and a few other bits and I'm just going to go off on another one briefly and then we'll get back to modeling. The 16 underwing

pylons were the first things I made. They appear to be identical so I don't know why all the parts have been numbered separately, and the locating pins are all too long and need reducing a little to allow the parts to actually meet. The instructions also shows sway braces lurking a distance under the pylon without telling you where they've come from, but the only ones provided on the plastic come on the Snake-eye sprue, and there aren't enough of them (16 pylons need 32 braces, there are just 28 provided in the box).

The AN/AAQ-14 is shown as being on sprue GG, but there isn't a sprue GG shown on the instruction's parts illustrations or in the box, and the parts depicted aren't on any sprue that is in the box. The kit also provides two AIM-120Bs and two AIM-120Cs, realistically you need four of one or the other, -120As if you're doing the prototype (though to be fair they look pretty much the same as -Bs). That said I don't really see how the front ones are supposed

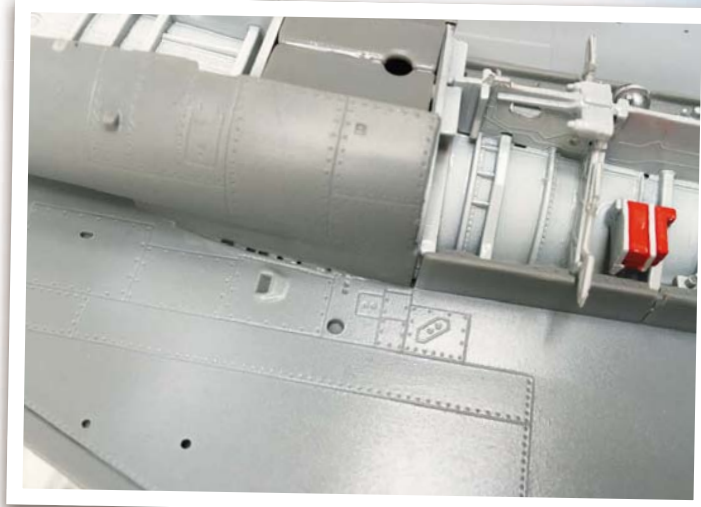




to fit, there's no recess for them as there is for the rear ones and no clear position for them to go. If only I could find more pictures. Finally the big wing tanks look OK but the fit isn't brilliant and there are a couple of sink marks on them, not the end of the world but not state-of-the-art either on a new kit.

Having made all 16 of the pylons and having dug extra sway braces out of my spares stash for the purpose I decided at this point that I would do the load seen on the picture of the two-seater (Mk 82s, wing tanks, AIM-9s and AIM-120s), as at least it flew on an XL. Which meant I didn't need to

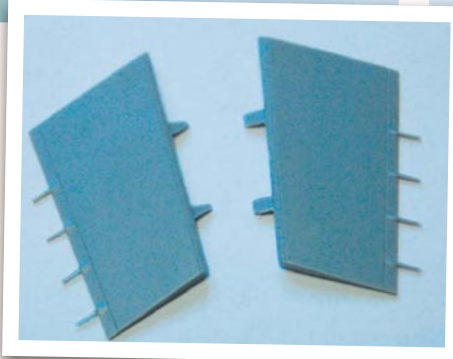
make all the pylons and I wasted some sway braces (on the plus side, while looking for the braces, I had come across a sprue "GG" from some other Kinetic F-16 which meant I could at least use the parts mentioned in the instructions to make the AN/AAQ-14). As I fitted some pylons I really started having an anxiety attack, as having fitted the three inboard and the next two outboard pylons on each side I looked at how the tanks would fit, and they basically don't. There's no clearance between them and the bombs, they actually overlap! Quite impractical and different from the picture I have, so what's





going on? Without more and better pictures or some good (reliable!) drawings (I think I've spent more time trawling the net and going through my books looking for references than I've actually spent building this thing!) I think that the wing pylons are too close together because the first row of three is too far out from the centreline. It really is very hard to make any definitive statement but from a couple of pictures and comparing the instructions from my expensive resin conversion with the kit instructions I would say the innermost set of pylons should be positioned further inboard, nearer to the first 'crank' on the wing. Of course, having already glued ten pylons in place this gave me a bit of a dilemma. I decided that rather than try to reposition the ones I had fitted and have to repair the wings I would live with it, it's not like I have hard evidence of the proper placement anyway. This required moving the tanks further outboard, which frankly matched my picture better anyway, and filling the remaining pylon holes.

I now made up the tail and the two vertical halves have the worst flash that's present on this kit, and it needed quite a bit of work. I also noticed that on the pictures of this aircraft painted in the prototype



scheme it had a pitot/aerial(?) on the leading edge of the tail, which shouldn't be there. This item does appear later in the F-16XL's life and is present in the pictures of the XL in NASA markings. To be fair to Skunkmodels they do mention that it should be removed in the painting instructions (calling it a vertical fin light), personally I think it should be called out that this part should be removed earlier in the instructions as it is far more work once the kit's all together.

About this time I thought I would make it look like I was making progress by fitting all the control surfaces. The option is provided to droop them with quite a neat set of two angled and two straight attachment pins on each part, you just remove the ones you don't want and get either neutral or drooped surfaces. I went with drooped option, to add a bit of interest.



Another couple of grippers, the inner flaps (or whatever they are. Flaperons?) Are made up of two parts, the smaller part has a square corner which is supposed to fit a curved space. Suffice it to say it doesn't, and the locating pins are, again, too long as well. It doesn't take long to swipe the corner away with a file and reduce the length of the

pins but having to dry test fit every part and adjust a lot of them gets a bit wearing after a while. Also the outer surface locating pins don't match up with the holes provided, for the drooped option. They might fit if you are fitting these parts in the neutral position but I can't say as I had already

removed those pins from my parts. Again, it's not hard to shave some of the pins away so they do locate, but should I have to be doing this on a new-mould injection kit?

With the control surfaces fitted, some intakes are added to the fuselage sides (both labeled as XD19 on the instructions but 18 and 19 on the sprue, as these parts are handed you don't really know which goes on which side unless you do a dry run to fit one part and then the other.

I now thought I should get my model in to the paint shop so I masked the canopy parts (which have that annoying, typical F-16 mould line down the middle that I couldn't be bothered to polish out) and then fitted them to the model in the closed position, as the cockpit isn't really worth showing off.

The main canopy part does need some filing to make it fit properly, and if you do decide to model the canopy in the open position you would not have to do this. To make the canopy easier to fit





I left off the internal canopy detail part as this was not really going to be that visible with the canopy in the closed position.

PAINTING AND DECALING

I started by painting panel lines in black before applying the main camouflage colours. The paint instructions (which are quite nice, four-view drawings over two sheets of A4 for each scheme) call out FS36320 (Dark Ghost Grey), FS36270 (Medium Grey) and FS36118 (Gunship Grey), though they spell it "gray" of course. My understanding is that the lightest colour should be FS36375 (Light Compass Grey), and I've found nothing in any searches to say otherwise. There remains the question of whether the colour should be called Compass or Ghost of course, but I've kind of got over that.

I started by painting the vertical

“ I started by painting the vertical tail in gloss white, and then the lighter camouflage colour was applied to the entire underside and the tanks ”

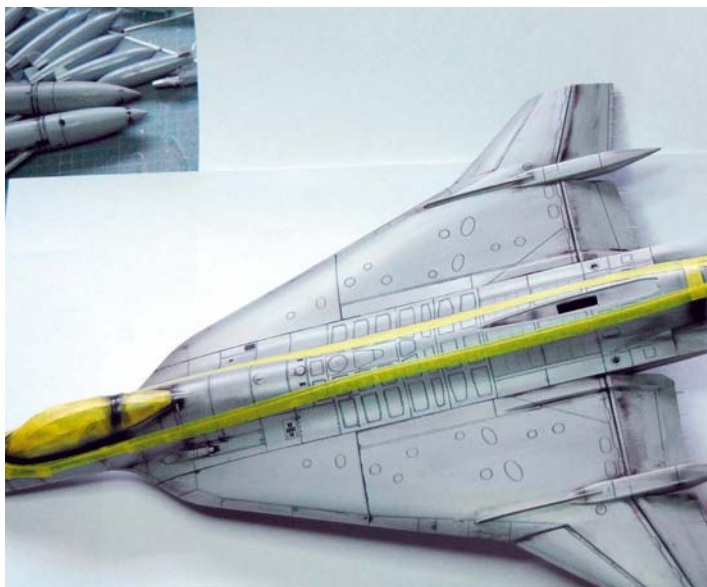
tail in gloss white; next the lighter camouflage colour was applied to the entire underside and the tanks. I now masked the white area on the tail and painted the spine and base of the tail (which was still not attached to the kit at this stage) using Xtracolor X122, Insignia Blue. It looked pretty sharp against the grey plastic and I actually got a little excited!

Then I reached for my tin of Xtracolor X133 Medium Grey. Disaster! Somehow I've run out and not replaced it! And it appeared to be out of stock, at least everywhere I looked. In desperation I even bid on a tin on

eBay but your Editor came to the rescue just in time with an unused tin from his stash. I had X36 RAF Dark Camouflage Grey lined up as an option if I couldn't find Medium Grey in a reasonable timescale but it turned out to be noticeably darker so I used that for the nose cone (also not attached at this point) as most F-16 nose cones appear to be a darker shade of grey than the fuselage colours (but they do vary wildly, so check your references)

Now having applied the final camouflage colour, Gunship Grey, it was time for the decals, and what nice decals they are!

I have to admit to being unaware of Crossdelta up to this point but they clearly know what they're doing. The decals are printed by Cartograph so you know they're going to be good but the breakdown of the walkways and the general feel of the sheet layout is really good, the individual sections really fit the spaces provided, exceptionally so on the white stripe down the fuselage/canopy section. Skunkmodels are to be applauded for getting a good company to produce their decals, in the same way Kinetic had Syhart do their Mirage III decals, a trend I can only hope other manufacturers will follow. My only criticisms would be that the one picture I found of the top of this aircraft (in "Warbirds Illustrated No17" ISBN-0-85368-578-9) shows that the white outlined blue area on the nose in front of the canopy is pointier and goes further forward than the decals provided, and that the front walkway section should



be longer and the white stripe could probably be a little thinner. Given how difficult I have found it to locate pictures of this aircraft in

the prototype scheme I think I can forgive them this and would love to see their references.

FINAL STAGES

With decals applied it was time for a coat of semi gloss and some of my usual hypocrisy. I have gone on about not fitting Snake-eyes because I've no evidence of them being carried, and I've already said I was fitting the wing tanks despite only having seen these on one picture of the two-seater F-16XL.

Now I decided to fit the LANTIRN parts despite NEVER having seen them on EITHER ship! I have to admit to a nervous five minutes while I searched the time frame of LANTIRN as having fitted and painted the pylons it would have been a pain if they hadn't been available till after the XLs were retired. Fortunately the internet tells me that initial operational test and evaluation of LANTIRN was completed in 1984 so it's possible an XL could at least have carried representations of the pods, in the same way

I'm assuming that, as the first production-representative AIM-120A missile was launched from an F-16 aircraft in February 1984, so the AIM-120s carried by the XLs were dummies too. Indeed, I can't see any markings at all on the -120s in the pictures and also the AIM-9s I've seen on these aircraft have white front fins and limited markings so may also be dummies.

For my Mk 82 bombs I used ten examples from the recent Eduard 'Good Evening Da Nang' boxing, of the Academy F-4 Phantom. These are not exactly the best Mk 82s I've ever seen but they did at least have the option of the pointy fuse which the Hasegawa examples don't. Also they more or less fitted the kit pylons, which was a bonus. Something I feel the need to share with you, actually, which I only became aware of recently while building the Italeri A-10. The Hasegawa weapons

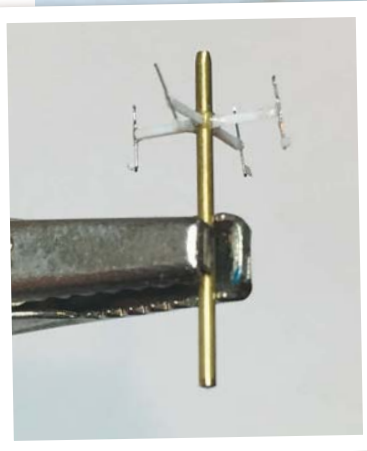
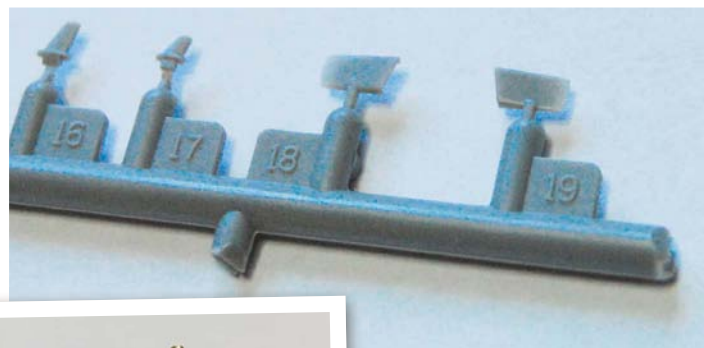


have small dimples for mounting points at a scale 14" (or a scale 30" in the case of the bigger items) which, I understand, is a NATO standard for suspension lug spacing and something other aftermarket producers represent correctly as well. The Italeri A-10, the Eduard/Academy F-4C and this Skunkmodels F-16XL (and probably most kits) have the mounting pins located as part of the sway braces, which are, in the real world, spaced 20" apart. Which means if you want to fit aftermarket weapons you need to think about the correct lug/sway brace positions a little more. My word, this hobby has got a lot more involved since I was a kid and a kit would be together in an afternoon, maybe two if you wanted to do it properly. Anyway,

I painted them some shade of olive drab and again didn't bother with any stripes (not even blue inert weapon ones) as I couldn't see any evidence of markings on the bombs in my photographs.

It was at this point that I noticed that on the one clear picture I had that showed the wheels the hubs were actually black, not the normal white, or at least at the time that picture was taken (in the NASA pictures the hubs are white, so check your references, especially as the pictures of the NASA two-seater show both black and white hubs!) so these parts had to be repainted.

Another issue, for me at



a real annoyance to me. Anyway, I dug out a length of Albion Alloys brass tube of an appropriate diameter, cut some thin plastic strip to length (all done by eye and guesswork, obviously) and glued them at 90 degree increments round the tube, tacked in place with Deluxe Materials "Glue 'n' Glaze" I then strengthened the joint with superglue, an approach I'm increasing adopting for all sorts of joins. Very fine stainless steel wire was now tacked on the end of these strips and a tiny square of thin plastic strip attached to the end of these. But in hindsight I think my finished pitot is a little short still and is it going to survive transport? What do you think? Hey ho.

“ Now I have finished the model I would say it was a lot more work than I expected though I was ultimately pleased with my F-16XL ”

least, was the instructions for the aerial fit on the underside with a blithe instruction to "Open Hole" to fit the four aerals they provide. Given the size of the drawing the location of these is guesswork at best, then you need to open a small rectangular hole from the outside? If the provision was there for the holes to be opened, it should have been called out before the fuselage went together. I say if as I don't recall seeing any such thing, though that might just be my shocking memory. On my model I just cut the locating lugs off and flush fitted them where I thought they should go.

The Mk 82s went on their pylons fine, the rear AIM-120s were easy (as there are recesses for them) and the tanks I had moved a bit outboard as previously described and located with a small metal pin for extra strength.

The front AIM-120s were more of an issue. The instructions would have you just cut off one set of fins and glue them somewhere under the wing (really, a more specific location would have been welcome) but I find it hard to

believe that at least the rear body of the missile wasn't recessed to some extent; the few pictures I have suggest this without being totally clear (unfortunately). So I cut the fins and filed down the body until I was happy (ish) with the result and glued them in place. Then I installed the wingtip AIM-9s and the LANTIRN and this left just the nose to do!

The nose. Ah, yes. More specifically the pitot, in all the pictures I've seen of the two XLs they are fitted with a much longer nose pitot than standard. Much of the time (but not always) they were also fitted with four yaw/pitch vanes and in every picture I've seen of the single-seater in prototype markings these are fitted (much less so in NASA markings, but the pitot is still longer than standard). So I was going to have to make my own extended probe with four thin supports for four tiny vanes if I was going to be happy with it. What joy this was, and why I had been putting this stage off until the end.

The fact that the correct pitot for the prototype is shown on the box art but isn't included in the kit was

CONCLUSION

So, finally finished! I have to admit to mixed feelings about this kit. I'm glad it's been done, and it's WAY better than the alternative options to build an F-16XL in this scale. But there's no question that it's is going take some work to get an accurate model on to your workbench, which was a surprise in a new-tool kit.

The decals are very nice and the plastic isn't bad, for the most part, but could be better if they had tooled all-new parts. The instructions are probably the worst/most annoying part of the whole thing with mislabelled parts, showing parts you haven't got, and the wrong colour call-outs and vague parts positioning.

Now I have finished the model I would say it was a lot more work than I expected though I was ultimately pleased with my F-16XL, which is more than I thought I would be during the construction process, and this is mainly down to how neat the completed model looks in my line-up of F-16s.

My thanks to Lucky Model for supplying the kit I used which can be purchased from their website at www.luckymodel.com for \$39.99, and in the UK from Hannants for £34.99.

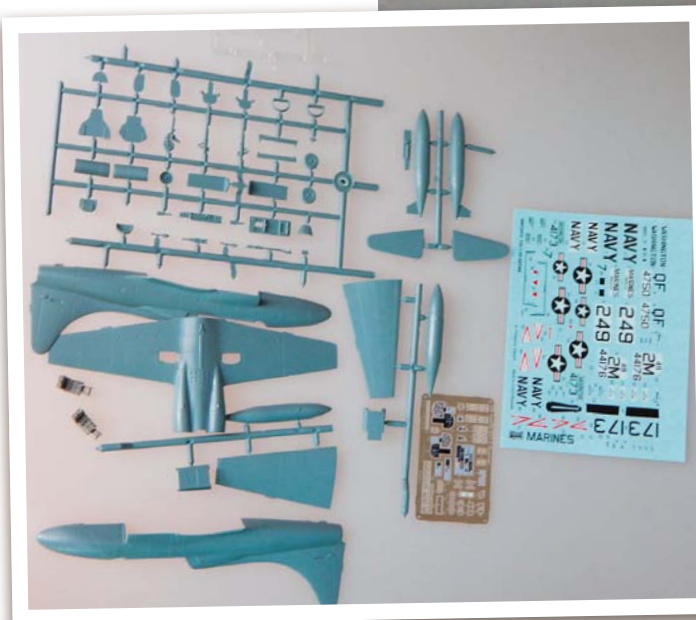
SEA LEGS

USN Jet Trainers Part One

Sword's 1/72 scale T2V-1 Seastar

by Steve Corvi

The T2V-1/T-1A was a rather simple and economical way for Lockheed to update the tried and true jet trainer of the 1950's - the T-33. The T2V-1 was updated with a stronger airframe and considerations for carrier operations as a trainer aircraft. The airframe was reinforced for the impact of 'controlled crashes' onto aircraft carrier decks and arrestor gear was added including a tail hook bridle and harness for landings and catapult assisted take-offs. The rear instructor's seat was enlarged and raised in the canopy and dorsal hump area to provide the instructor a clearer view of the student's approach to the deck as well as the Landing Signal Officer (LSO). The airframe had other items added like leading edge flaps, which allowed lower approach speeds. The airframe also had a redesigned tail, naval standard avionics, a strengthened undercarriage and a higher ability to withstand salt water-related aircraft wear and tear from humidity and the corrosive effect of salt exposure. One hundred and fifty Seastars went into service in 1957. It served concurrently with the F9F-8T Cougar trainer (see SAMI Aug. 2015) and the TA-4J



Skyhawk trainer and it was replaced in the early 1970's by the T-2C Buckeye. The T2V-1 served as a stopgap measure for the USN to have a standard jet trainer until a purpose built and designed trainer could be employed to train the then future USN Aviators.

MODEL HISTORY

The T2V-1 has NOT been served very well in most scales in the modelling community. This is the first injected moulded kit of this type. Previously there have been

a 1/72 vac-formed kit by Griffin Models (Masters by David Wegner) and a 1/48 full resin kit by Collect-Aire.

Both of these are long out of production and will fetch collector prices on the open market!

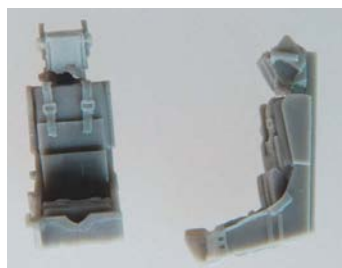
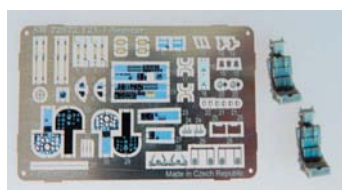
It is refreshing that Sword has tackled the much neglected early USN jet era in 1/72 scale which includes the F9F-8P Cougar (recce), T-28B/C Trojan, F3D Skyknight, and the F2H-2 Banshee. I am hoping they will also tackle the FJ-Fury series doing both the -3 and 4/4B variants! We can only hope!



BUILD

Sword has been steadily improving the tooling and fit of their kits and this new release (along with their F-101Voodoo kit) shows some of their best detail to date. The fit is nice too and the detail parts in resin (seats only) etched brass (Eduard) are a very nice touch to enhance your build. The clear





parts are also injected moulded so that should alleviate some modellers' fear of the dreaded vacu-form canopy—which in truth can be tricky to cut out and fit properly. The Decal sheet is printed by Eduard and is in register and finely printed, and reacted well with Micro-Scale products.

I started the build with the cockpit area and found the fit was excellent and this went together well, though you will need to use

“ This is the first injection moulded kit of this type ”

cyanoacrylate (Super) glue since it is composed of etched brass and plastic parts. One thing to remember is to make sure you have enough room to put a weight in the nose so the model is not a tail sitter.

The cockpit interior was painted Aircraft Gray (Gunze Sangyo Hobby Color H57) and Tamiya Flat Black (XF-1) in the appropriate areas. The etched brass components were added and the cockpit was looking very nicely detailed for this scale. The fuselage halves went together with very little fuss, the only thing one has to look out for is that there aren't any locator pins to assist in alignment but the fit was pretty good overall. I now glued the upper and lower wings to the fuselage and the Seastar was starting to take shape. One area that needs to be addressed is the horizontal stabilizers in the tail area. These really need to be pinned to assure

a better fit and alignment. I used Albion Alloys brass rod to pin the horizontal tail surfaces firmly in place.

Once all this was assembled and the main airframe was taking

shape I then added the wing tip tanks. The fit on these parts is a little dodgy but nothing a little extra sanding & test fitting won't take care of. The airframe overall is a decent build and should not present any real problems for most modellers as long as they test fit the parts before they commit to glue.



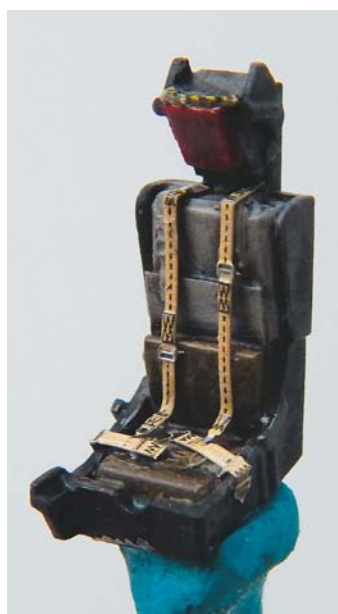


PAINTING AND DECALS

I then started the painting process by masking all the major components. The paint scheme is rather simple but white has its own problems. I have found that the best white for opacity and adhesion is Rustoleum Ultra-Cover Gloss white in a spray can. (In the UK Halfords Gloss White is a good replacement: Ed) I decant this paint and shoot it through my airbrush at around

18-19psi. This paint covers nicely and has great opacity and also dries fast.

Once this had dried thoroughly I masked off the areas to be painted the dayglo red/orange colour. The best match for USN aircraft is Testors Model Master Enamel International Orange (FS 12197). Again after application this is allowed to dry overnight, I then painted the nose area with Tamiya Flat Black. At this juncture I detailed the panel lines with a Flory wash (water-clay based). I use their Grime colour which is a dark brownish-black and it does a nice job adhering to the panel lines. Any excess is simply washed





“ I find the best match for International Orange is Testors Model Master Enamel FS 12197 ”





away with simple water.

I know allowed the model to dry for another 24 hours before gloss coating the main airframe in Testors Lacquer Gloss coat in preparation for decaling.

This section will not take long as the decals went on without a hitch and settled down nicely with Micro Set/Sol solution. The wing tip tanks were painted separately during this process since I made the fit very close in tolerance. One wing tip tank was painted light grey - I used Mr. Color H325 Gray FS26440 & the other tank was painted Testors International Orange. Both were then appointed with ablative black (Tamiya Flat Black) on the inner forward sections as well as on the wing leading edges.

Once the airframe was completely dry I pulled the masks off the clear parts and attached the undercarriage (which was also rather conveniently painted white) and the main canopy. The wheels were painted Tamiya Rubber Black XF-85, which I think is a nice color to represent rubber tyres.

CONCLUSION

This was an enjoyable build and went together with few hitches. But I do recommend some careful planning in the assembly stage - especially the horizontal tail surfaces and wing tip tanks. Overall this kit was a much better fitting kit than Sword's earlier releases, the 1/72 F2H Banshee family which I built for Model Aircraft Monthly last year (August 2014 issue). I am happy that Sword is doing these early USN jets and hope to see more. I plan to build more 1/72 USN jet trainers including the Platz T-33 (As a TV-2 markings), Wolfpack T-2C Buckeye, Fujimi TA-4J Skyhawk, and the Italeri T-45 Goshawk, so as they say, watch this space and Happy Modelling!



“ This was an enjoyable build and went together with few hitches ”



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- USN Aircraft Carrier Air Units, volume 2 1957-1963, Duane Kasulka, Squadron/Signals Publication (1985)
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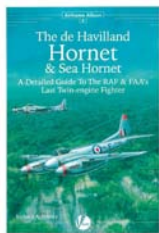
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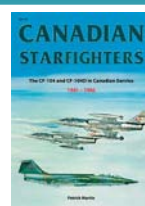
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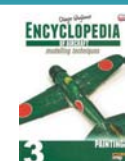
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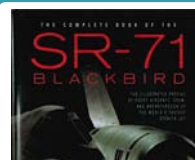
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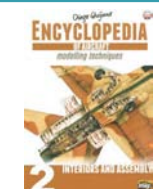
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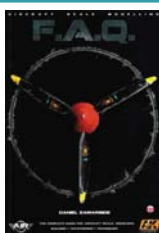
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P-51B MUSTANG

IN CAPTURED GERMAN MARKINGS

Revell's 1/48th P-51B Mustang in
captured German markings
by Dick Clark



This kit was released as a new tooling by Revell in 1998, so it has all the hallmarks you'd expect in a modern kit from this maker, with fine detail and engraved panel lines, but without some of the gimmicks you might find on some of their older kits. However, this boxing dates from 1999, when Revell issued it as a reproduction of Monogram's original P-51B kit from 1967! It also included a clever version of the instructions, these are for the modern kit but in the style of the original 1967 version. The kit supplies decals for two options, again featuring modern versions of the original 1967 kit's decals, the well-known 'Ding Hao!' and 'Berlin Express'.

But you know me; I had to find something different! What I found was the Ventura Decals set featuring this captured aircraft, which served the Luftwaffe as part

of 'Zirkus Rosarius', which toured airfields in Occupied Europe giving pilots combat training against captured Allied aircraft.

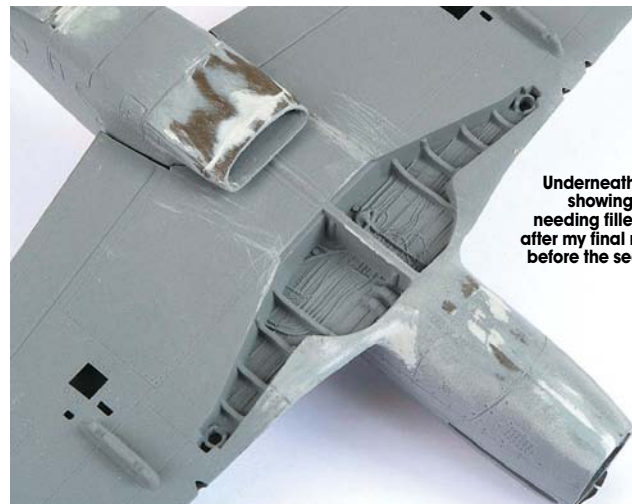
THE BUILD

This was to be a perfectly straightforward build, with no added bells or whistles apart from etched seat belts. If you peer very closely you can see that one of the lap belts leaped through that portal into the parallel universe beside my armchair, to be replaced with Tamiya tape! The cockpit is really quite well detailed without any additions. It includes sidewall, floor and good dashboard detail and comes up well with careful painting. This sub-assembly fits positively into the left fuselage half. The tail wheel also has to be fitted before closing up the fuselage, which makes for some tricky masking later, but there isn't really a way around it. I also fitted the hot air exit ramp before closing up, which goes against the instructions

but makes this stage much easier.

The wings fit well to the assembled fuselage and the horizontal tail surfaces are an equally positive fit with interlocking tabs going right through the tail section. The only areas needing significant filler were under the nose, at the front of the wing roots

and around the intake scoop join and just a smear in front of the hot air exit ramp. The canopy was not so easy to fit. In the end I cut the rear windows away from the canopy with a razor saw and fitted them first. I used Deluxe Models Glue 'n' Glaze which is perfect for attaching clear parts without



Underneath the nose, showing the areas needing filler. This was after my final reworking, before the second coat of primer

ALSO USED:

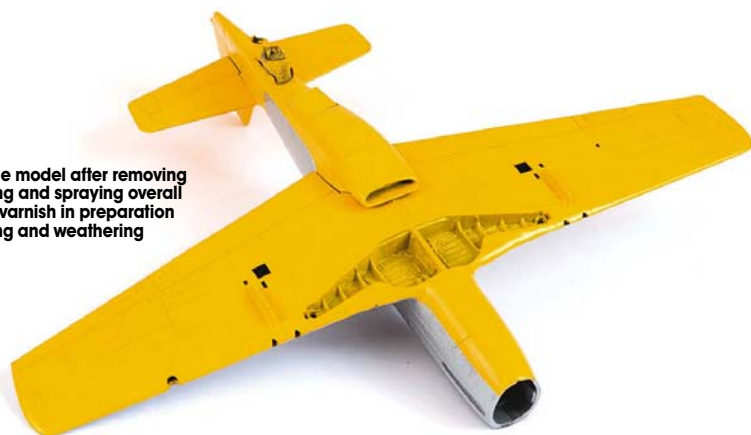
- Eduard set # 49001 – Seatbelts USAF & USN WWII
- Ventura Decals set # V4855 'Captured P-51B and two New Zealand P-51D Mustangs'
- Albion Alloys 0.2mm nickel silver rod



“ Building the prop components up after painting saved a lot of awkward masking and gave a much sharper result ”



Views of the model after removing the masking and spraying overall with gloss varnish in preparation for decaling and weathering



risking damage.

After allowing these to set the canopy was fitted, then finally the windscreen. The glazing was masked using Bare-Metal Foil. I did not fit the nose section at this stage as it was to be a different colour to the rest of the nose; painting it separately would both save masking and give a much sharper demarcation. So in fairly short order we were ready for paint.

CAPTURING THE COLOURS

As per my usual practice the model was primed using grey auto primer. This revealed a bit more work required with the filler. Having reworked this to my satisfaction, I reprimed in grey then sprayed the upper surfaces in Tamiya TS-17 Gloss Aluminium. Next the upper surfaces were masked off and the undersides and tail primed again

in white; this gives an even-toned base for the yellow (TS-47) as well as ensuring a minimum of yellow is required to cover. The main wheel wells were brush painted with Tamiya Zinc Chromate Yellow and the anti-glare panel was masked off and sprayed TS-2 Dark Green (having run out of Olive Drab!). A couple of coats of TS-13 Gloss Clear sealed it all in ready for decaling and weathering.

This was my first encounter

with Ventura Decals. They are of the type that are printed on one continuous carrier film, so have to be trimmed close to the print, but other than that I found them easy to use although they did need some help with Micro Sol, including scoring along panel lines and being given a second application. But they certainly didn't live down to some of the negative reviews I'd seen on line, so in that respect they were a pleasant revelation!

After sealing the decals with another coat of gloss the bare aluminium sections were given a very light black wash, just to pop out the details. The undersides were given an equally light wash but in light grey. The whole model was then sprayed with TS-80 Matt Clear, after which the bare metal surfaces were brushed with Klear to make them shine.





FINISHING OFF

The propeller components were all sprayed separately; the nose piece and spinner base plate in Tamiya Italian Red, the spinner yellow and the props themselves black. From the few rather poor quality photos of the original I could find online I could see no evidence of the factory stencilling on the

propellers. I know this may not be the best reference, but I left them off. Likewise the propeller tips; I left these plain black as it was not normal Luftwaffe practice to paint prop tips yellow like everybody else. Building the prop components up after painting saved a lot of awkward masking and gave a much sharper result.

The main undercarriage was another simple job apart from the inner door actuators which lack a definite location at either end. An aerial wire was added from Albion Alloys 0.2mm nickel silver rod and some light pastel powder exhaust staining finished her off.

CONCLUSION

So there we have it – a nice, easy build resulting in an unusual Mustang, and an unusual Luftwaffe subject, with the bonus of a much easier paint-job than most WWII Luftwaffe aircraft!

“ A nice, easy build resulting in an unusual Mustang, and an unusual Luftwaffe subject ”



Classic Plastic

Edited by Paul Bradley



Junkers Ju 87R-2

Airfix 1/48 Junkers Ju 87R-2 by **Dick Clark**

ALSO USED:

- Quickboost set #QB48499 Junkers Ju87B Stuka Seats with safety belts
- Eduard set #FE200 Ju87B Stuka (for Hasegawa kit)
- Albion Alloys aluminium tube & 0.1mm nickel silver rod

THE KIT

This is a 2010 re-box of Airfix's 1981 original. The kit has built up quite a reputation as being a real classic, despite its outdated technology of raised panel lines and rivet detail, and as such is one I had been promising myself I'd build for quite some time (Airfix has announced a brand-new tool Ju 87B-1 for release in mid-2016 – PB).

The box must be one of Airfix's first 'new' editions, having superb artwork depicting a Battle of Britain

era Stuka attacking what we might assume is a Channel or Atlantic convoy. We can imagine a flight of Hurricanes screaming down to shoot them into the sea as they recover from their dives. To the left of the main illustration are three profiles showing the options within; T6+KN as per the main artwork, a B-2 of 5 Staffel/Stukageschwader 2 "Immelmann", Liannon, France, August 1940; B-2 Trop T6+MM of 4 Staffel/Stukageschwader 2 "Immelmann", Tmimi, Libya, June 1941; and R-2 7065 of 239a Squadiglia, 97 Gruppo, Italian Air Force, Lecce-Galatina, Italy, April 1941. It is the latter I have chosen to depict, in a rather weather-beaten and war-weary condition.

THE BUILD

Now I must begin by confessing that this build is another victim of

an external hard-drive malfunction I suffered some months ago, rendering most of the build images inaccessible. So I shall have to rely on my powers of description alone until we get to the decaling stage!

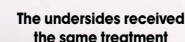
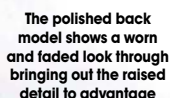
Internally, this kit is really quite well detailed. However, I wanted to lift things further with the addition of Quickboost resin seats and Eduard pre-coloured, etched brass

details. I used most of the Eduard set, except the smaller levers I struggle to see and to handle, and minus the seat belts since the QB seats include a perfectly good etched set. To be perfectly honest, once the canopy is in place, not much of this can be seen terribly well, but I have the satisfaction of knowing it is in there all the same.

I found the kit went together



The basic airframe complete and painted



Classics Out and About

IPMS Phoenix Modelzona Show 2015

Regular readers of this column and my previous IPMS/USA column will recall that I often attend the Modelzona show put on each November by the IPMS Phoenix chapter. Held, once again, at the superb Commemorative Air Force Museum at Falcon Field, Mesa, this year the contest featured some 550 exhibits by over 150 modellers from across the south and west of

the United States, including some by Classic Plastic contributor, Barry Webb. As usual, there was a fair sprinkling of classic kits in amongst the latest Tamigawan superkits, and I present some photos of some of these here. My thanks to Mike Mackowski and all the IPMS Phoenix crew for another fun and enjoyable show!



Nicely finished Airfix 1/48 Sea Harrier FRS.1 in unusual markings



The Airfix 1/144 Boeing 314 in wartime BOAC markings



The Heller 1/72 Hurricane IIC converted to an IID with 40mm underwing cannon pods



The Airfix 1/72 Chipmunk with vacform Canadian blown canopy



An interesting conversion – this model of the D.H.53 Hummingbird was built using the fuselage and upper wing of the Frog 1/72 D.H.60 Moth kit with a scratchbuilt engine and tail unit



Heller's 1/72 He 112 in Romanian markings

Books & Media

Short Stirling

The First of the RAF Heavy Bombers

For many of us modellers our experience of the Short Stirling will be from the old rivet laden Airfix kit; as a lad I persuaded my Dad to let me build his kit from its original boxing complete with the David Brown tractor. I also built his original Revell Lancaster and these with my own Airfix Halifax spent many happy hours taking off from my model airfield I made from a sheet of

hardboard... Growing up I had read over and over my Dad's copies of Lancaster at War and my own copy of Halifax at War, but as for the Stirling, I knew little about it, no examples survive so I could not go to a museum to see one.

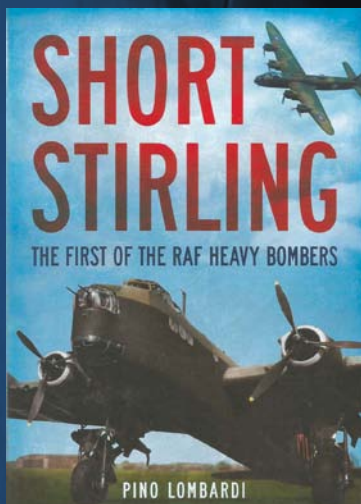
This book alters that, it is the culmination of 30 years of dedicated research on the type. Over these years the author interviewed surviving aircrew, groundcrew and those who built or repaired the airframes. He also collected documents, plans and surviving parts of real airframes. All of this makes for the most complete, definitive history of the type that you could ever wish for. The use of personal accounts throughout the text makes this a very readable book.

The penultimate chapter asks the question, where did all the Stirlings go? And answers with accounts of them being ferried and scrapped on mass, nobody having the foresight to save one. The chapter ends with a captured example in Russia, the ultimate fate of which is unknown.

The last chapter details known crash sites and the work of aviation archaeology groups to recover parts, the epilogue deals with The Stirling Aircraft Project, which is bringing together parts recovered with the aim of recreating this extinct 4-engine bomber. The project has almost completed the pilot's flight deck and has the parts for the undercarriage.

When I was a lad, as a family, we holidayed on the edge of Elvington airfield in North Yorkshire, the home of the Yorkshire Air Museum, who at the time were trying to recreate a Halifax, a task that seemed impossible but after many years of dedicated hard work it is now complete. I have no doubt that in years to come we shall see a resurrected Stirling too.

A really good read on this forgotten bomber and one that must be seen as the seminal work on the type. My thanks to Fonthill Media for supplying the review copy of this book.



INFO	AUTHOR	Pino Lombardi
	YEAR	2015
	PUBLISHER	Fonthill Media
	ISBN	978-1-78155-473-9
	FORMAT	416pp Hardback

A Flying Life

An Enthusiast's Photographic Record of British Aviation in the 1930s

This book was first published back in 2013; I do not know how I missed it... Thankfully it has now been reprinted in softback. This is one of best books I have seen for a long time; admittedly I have a soft spot for interwar aircraft. As the subtitle of the book suggests this is an enthusiast's photographic record, therefore the captions for each photo are very complete, with some giving colour schemes as well as type, date and location. The book has been compiled by E J Riding's son, Richard, and is a very fitting tribute to his father whose life was cut short in a flying accident in 1950 at the age of 34. For many the name of E J Riding will be synonymous with aeromodelling and that is where I recognised the name from having spent many years building and flying Vintage free flight designs and pouring over my Dad's old copies of Aeromodeller magazine.

The photographs are of superb quality and the breadth of subjects mind boggling, from First World War types in civil service, to the most 'modern' RAF types of the time and everything in between. There are bittersweet images of derelict airframes, some in scrapyards, of types now extinct, one scrapyard is seemingly full of Austins as well as a Blackburn Velos, oh to have been rich in those days and have the space and foresight to save them...

There are too many types represented in the book to name them all, but one stands out for me: have you heard of the Reid and Sigrist R.S.1 Snargasher? No? Me neither but this rather attractive twin-engine monoplane existed, until scrapped in 1944. On a happier note, several of the aircraft photographed have managed to survive to this day, either still in airworthy condition or preserved in museums, including E J Riding's favourite the Avro 504K G-ABAA, preserved in the Manchester Museum of Science and Technology.

This book gives a real feel for the era and captures so well the multitude of designs from the time. I am pleased to be able to say that a second volume of E J R's photographs is planned for early 2016, this volume will cover the war years and I for one cannot wait to see it. This book is recommended without reservation, I hope you enjoy it as much as I am, every time I pick it up I find it very hard to put down!

My thanks to Fonthill Media for supplying the review copy.

BOOK OF THE MONTH!



INFO	AUTHOR	Richard Riding
	YEAR	First Published 2013, Softback edition 2015
	PUBLISHER	Fonthill Media
	ISBN	978-1-78155-446-3
	FORMAT	256pp Softback

Middle East @ War

Israeli Air Force Operations in the 1948 War

Israeli Winter Offensive Operation Horev 22 December 1948-7 January 1949

I must confess that this is a period and area that I know little about and one that I find quite challenging to understand. This book follows from the Israeli point of view Operation Horev with its very distinct time frame, on a day by day basis, listing the serial, pilot and objective of each flight. The book is illustrated with contemporary black and white images of variable quality, giving the impression that taking photographs was frowned upon. There are four pages of colour profiles with four to a page showing the variety of aircraft impressed into service, including the Spitfires and Avia S.199s from Czechoslovakia. Four colour maps are also given showing the area and the various attacks.

If you are interested in this period and this area's turbulent history then this book will be of interest, giving as it does a day-by-day breakdown of events.

My thanks to Helion & Company Ltd and Casemate for supplying the review copy.



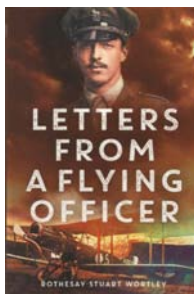
INFO	AUTHOR	Shlomo Aloni
	YEAR	2015
	PUBLISHER	Helion & Company Ltd
	ISBN	978-1-910294-11-6
	FORMAT	72pp Softback

Letters From A Flying Officer

The title of this book is a little misleading, in that it is a semi-autobiographical account of Wortley's experience as a First World War fighter pilot, written in the form of a series of letters and diary extracts passed by a friend to the son of the fictional writer so he could understand his late father's role in the war. The book was first published in 1928, the same year as Wortley's other book co-written with Billy Bishop 'The Flying Squad'. Both were published posthumously as Wortley died in 1926 from diabetes.

The book takes the reader through the war years and gives a real feel of life in the Royal Flying Corps during the First World War. Although the writer of the letters is fictional the incidents described are based on real events, some from Wortley's own experience as an Officer in the RFC, others from fellow officers' experiences. Some of the incidents seemed somewhat familiar when I read the book, as several of the Biggles stories by Captain W E Johns are clearly based on the same incidents!

If you have an interest in the First World War and the role of the RFC then this new reprint of this classic with a new introduction by Nick Forder will be a valued addition to your bookshelf. Highly recommended, my thanks to Fonthill Media for supplying the review copy.



INFO	AUTHOR	Rothesay Stuart Wortley
	YEAR	2015
	PUBLISHER	Fonthill Media
	ISBN	978-1-78155-497-5
	FORMAT	158pp Softback

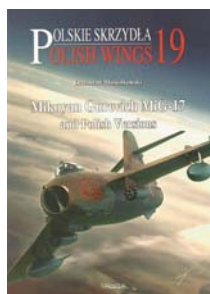
Polish Wings 19

Mikoyan Gurevich MiG-17 and Polish Versions

This is the 19th book in the ever growing Polish Wings series. This new title looks at the MiG-17 and the Polish built versions. The text of the book gives in English a detailed description of each variant. The book is illustrated throughout with many previously unpublished black and white and colour images of the type in Polish service. The book is further enhanced with numerous colour profiles of the type; each profile has a table of FS paint numbers next to it so you can match your model paints more accurately. Included as an A3 pull-out is a double-sided guide to stencil locations on the airframe and enlarged versions of each so that you can see the text of each stencil as well as its position.

Advertised in the front of the book is a decal sheet from Model Maker of Poland which has been prepared in co-operation with MMP/Stratus, which will cover many of the colour schemes illustrated in the book, a nice touch. If you like the Cold War period or Polish aviation then this book is a real must for your bookshelf.

My thanks to MMP for supplying the review copy.



INFO	AUTHOR	Lechoslaw Musialkowski
	YEAR	2015
	PUBLISHER	MMP/Stratus
	ISBN	978-83-63678-27-2
	FORMAT	88pp Softback

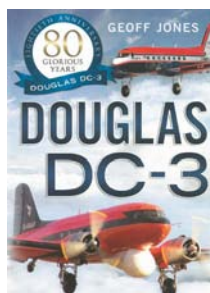
Douglas DC-3

80 Glorious Years

I think I must be getting old, when I was younger there were very few aeroplanes that were 80 years old and those that were, were made of wood and covered in linen. The DC-3 still looks quite new to my eyes! This book is a real tribute to the type and its enduring longevity in its service in every part of the world. The book concentrates on the civil DC-3, not its military stablemate, and is illustrated throughout with contemporary black and white images. There is also a large section of colour photographs in the middle of the book, showcasing the many and varied liveries the type has worn. There is a chapter looking at the various conversions and engine upgrades the type has had over the years too, which makes for fascinating reading. There is also a short chapter on the vital work carried out by Missionary Flights International, who operate three DC-3s on relief and aid missions, demonstrating that the DC-3 still very much has what it takes to operate under difficult conditions. The book ends with a look at European survivors and a section called Best of the Rest.

With so many still preserved in airworthy condition and some still working for a living it is not beyond the realms of possibility that we will see DC-3s gracing our skies for a good many years to come! If you like civil aviation then this book will not look out of place on your shelf, a really good read.

My thanks to Fonthill Media for supplying the review copy.



INFO	AUTHOR	Geoff Jones
	YEAR	2015
	PUBLISHER	Fonthill Media
	ISBN	978-1-78155-103-5
	FORMAT	174pp Hard back

Modellers Datafile 25

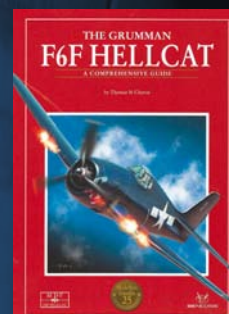
The Grumman F6F Hellcat

A Comprehensive Guide

This is the 25th title in this sought after series and like the previous titles does not disappoint. The book opens with a look at the development of the type, followed by a chapter looking at the Hellcat variants. The next chapter looks at the type's combat history with the US Navy; this is followed by a look at the type in service with other air arms including the Fleet Air Arm.

These chapters are lavishly illustrated throughout with good size, well reproduced contemporary black and white photographs. This followed by 6 pages of colour side profiles, by Jim Laurier, reproduced two to a page. Three builds of Hellcat Kits are featured, the HobbyBoss 1/48 scale kit and two builds of the Eduard 1/72 scale kit, in Profipack and Weekend boxings. This is followed by a two-page section looking at available kits of the type, surprisingly no 1/32 scale kit, this is supplemented by the traditional 'Kitography' section at the back of the book listing the available kits, decals and accessories. The second half of the book is taken up with colour walk round images of the airworthy Hellcat flown by the Commemorative Air Force Southern California Wing, which does feature some non-standard colour finishes on the interior but these are noted. This section is followed by reproduced drawings and photographs from contemporary technical manuals. At the back of the book is a pull-out featuring plans to 1/72 and 1/48 scales by A L Bentley.

If you have any of the available Hellcat kits in your stash then this will be the perfect reference book to accompany your build. My thanks to SAM Publications for supplying the review copy.



INFO	AUTHOR	Thomas M Cleaver
	YEAR	2015
	PUBLISHER	SAM Publications
	ISBN	978-1-906959-39-5
	FORMAT	176pp Softback

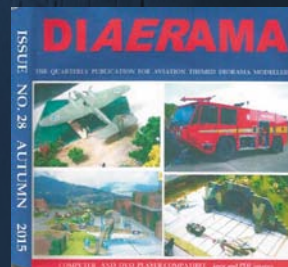
Diaerama

The Quarterly publication for the Aviation Themed Diorama Modeller

The latest issue of this quarterly publication on CD is now available. This issue has the customary round-up of new diorama accessories available and numerous adverts from companies who specialise in such, the number of kits of ground vehicles available is amazing. Articles in this issue

include a detailed walk round of the Alvis Unipower airfield fire engine at RAF Shawbury, and an ambitious 1/48 scale RAF Battle of Britain airfield diorama featuring several scratch built elements. Two articles particularly caught my eye, the first a scratch built Polish HAS in 1/72 scale and part one of an article building a QRA Hanger for a pair of Lightnings, I look forward to the next issue to see part 2 of this fascinating scratch build. If dioramas are your thing then this will be a good read.

My thanks to Tony Clayton for supplying this latest issue.



INFO	ISSUE	No.28
	QUARTER	Autumn 2015
	FORMAT	CD-ROM
	www.diaerama-magazine.com diaerama@btinternet.com	

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Back Page

Brian Derbyshire's Workshop (UK)



Once upon a time, and two houses ago, I made a special, low-rise, kitchen worktop for my vertically challenged wife. It had a Formica surface and was boxed all round the back, with a special compartment for the breadboard. When we moved, it became redundant and I claimed it as my modeling bench.

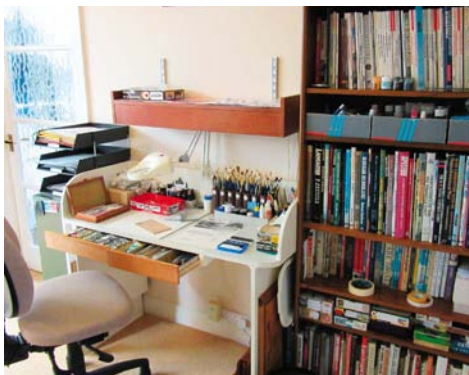
Since then I have added shallow drawers for my Humbrol paints (left) and small tools (right) plus an embroiderer's lamp. The breadboard case now holds a drawing board, card, acetate sheet etc. My brushes live in a tube made from off-cuts of plastic drainpipe, the solvents/thinners/



glues are in modified kit boxes. The shelf above is a light box with two lamps, plus 3 pin sockets for hairdryer etc. Most of my library is alongside, but my filing cabinet for cuttings is

off-shot and my stash lives in two other rooms.

If you want your model bench/Work area to feature on the back page send a couple of photographs with a few words to david@sampublications.com with your name and country of origin.



Modelling Glossary

Our look at words found in modelling (I)

Addendum to H

Hatch - A pattern of closely spaced alternate parallel lines scratched with a pin or point on flat plastic or resin to give putty or superglue a purchase when used to fill a surface blemish.

Hone - Refine a cutting edge of a knife blade with a fine grained stone or rough steel shaft to make a blade sharper for smooth even cuts

I

Injection moulding - A process used to make plastic model kits. Plastic is melted at high temperature and poured into a mould, where it flows into the shape of the kit parts to form a sprue.

Interblend - A system devised to recreate Authentic colours by mixing existing colours according to a specific recipe, thus allowing the creation of a wider range of colours. This appears to be the sole method employed by Revell, who insist on the modeller having to mix all paints, in order to achieve the colour desired.

IPA - Iso Propyl Alcohol. Used to dilute paint, in order to make it suitable for airbrush use, (amongst other things). NOT India Pale Ale, (although this would also dilute acrylic paints, at least).

IPMS - International Plastic Modellers' Society. Or "I Plague Model Shops" - a more derogatory version is International P*** and Moan Society

IPMS-UK - The UK branch of the IPMS www.ipms-uk.co.uk

IR - In Register, as opposed to OOR. This means that all of the colours of the decal are where they should be.

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